



2019



Highway Safety Plan and Strategies

Kentucky Office of
Highway Safety

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Commonwealth of Kentucky

Fiscal Year 2019

October 1, 2018 through September 30, 2019

Prepared for:

THE UNITED STATES DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

&

Federal Highway Administration

Prepared by:

Kentucky Transportation Cabinet
Kentucky Office of Highway Safety
Division of Highway Safety Programs
200 Mero Street
Frankfort, Kentucky 40622

This plan is subject to revision at any time during the fiscal year from

October 1, 2018 to September 30, 2019.

INTRODUCTION

STATE DEMOGRAPHIC PROFILE

Kentucky is geographically located in the upper Southeast region of the United States and is bordered by Missouri, Illinois, Indiana, Ohio, West Virginia, Virginia, and Tennessee. The U.S. Census estimates the 2017 population of Kentucky at 4,454,189 people, residing in an area over 39,486 square miles and 120 counties. Approximately 97% of Kentucky's land area is classified as rural, but about 58% of the population lives in urbanized areas. Approximately 88.1% of the population is white, 8.3% black, 2.2% of Hispanic or Latino origin, and 1.4% of the population is Asian. According to the Census, 23.4% of the population is under 18 years of age, 63.1% is between the ages of 18-64, and 13.5% is age 65 or older. There are approximately 80,000 miles of public roads in Kentucky, and of those, 35% are maintained by the state. In 2017, there were approximately 4,686,425 actively registered vehicles and 3,029,706 licensed drivers.

EXECUTIVE SUMMARY

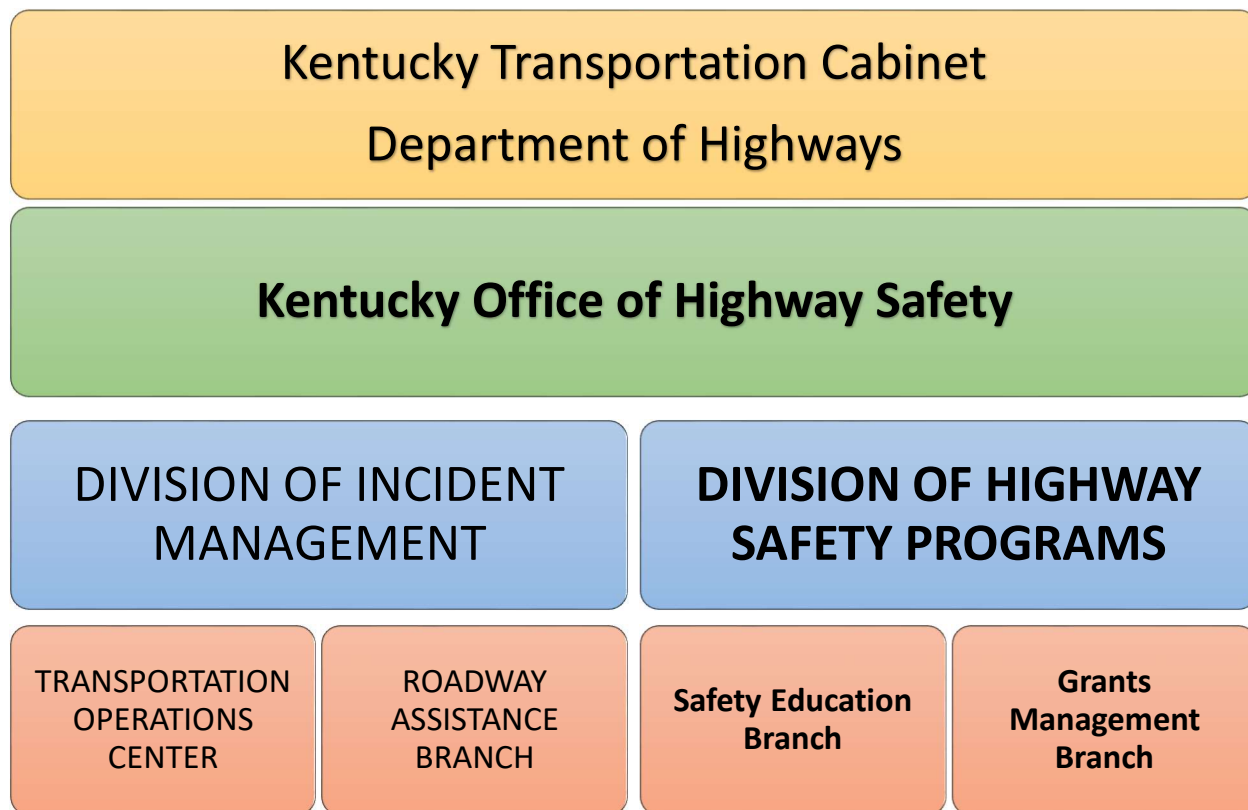
This document serves as Kentucky's application for Section 402 and FAST Act State and Community Highway Safety funds for the 2019 federal fiscal year. This plan provides an outline for the coming year for improving the safety of Kentucky's roadways by providing an overview of safety data, detailing priority areas, setting goals and performance measures and describing specific projects to help decrease the loss of life and injuries resulting from motor vehicle crashes. The nature of the projects is varied, but they all concentrate on addressing the behavioral issues that lead to crashes and in turn, injuries and fatalities. Kentucky's primary program areas within the context of NHTSA funding are impaired driving, occupant protection and police traffic services.

In November 2007 the Secretary of the Transportation Cabinet was appointed as the Governor's Representative for Highway Safety in Kentucky. The Office of Highway Safety resides in the Department of Highways, in the Transportation Cabinet. The administration of the federal 402 Highway Safety Program in Kentucky is housed in the Office's Division of Highway Safety Programs. Under the FAST ACT requirements, The Kentucky Office of Highway Safety is designated as the lead state agency for maintaining aggregate expenditures above or at the average of 2014 and 2015 levels in Impaired Driver, Occupant Protection and Traffic Records Coordination programs.

MISSION STATEMENT

The mission of the Kentucky Office of Highway Safety is to reduce the number of Kentucky's highway fatalities toward zero and to reduce injuries. This mission is guided by the following vision statement: "through public and private partnerships, achieve the most improved and sustainable downward trend in highway fatalities and injuries in the nation." This is a shared mission statement within our Strategic Highway Safety Plan, (SHSP).

ORGANIZATIONAL CHART



The Kentucky Office of Highway Safety has two divisions housed within the office. The Division of Highway Safety Programs, which consist of the Grants Management Branch, which is responsible for NHTSA programs and the Safety Education Branch, which is responsible for community outreach programs and data analysis. The Division of Incident Management, which consist of the Transportation Operations Center, which is responsible for over watch and response to infrastructure issues and dispatch for services during major events and the Roadway Assistance Branch, which is responsible for the SAFE Patrol assistance programs, which provides travels aid at the road side and mitigates potential crashes and incidents along several interstate and parkway corridors across the Commonwealth of Kentucky.

HIGHWAY SAFETY PLANNING PROCESS

CRASH DATA COLLECTION AND ANALYSIS

Identification of traffic-related problems on the statewide level is key to the development of the annual Highway Safety Performance Plan. All Kentucky crash data originate from the CRASH (Collision Report Analysis for Safer Highways) database, which is maintained by the Kentucky State Police. All law enforcement agencies in Kentucky are required to submit uniform reports of any injury, fatal, or property damage crash that renders a vehicle inoperable to the Kentucky State Police's Records Branch.

Through a cooperative agreement with the Kentucky State Police, the Kentucky Office of Highway Safety (KOHS) has access to certain data from the CRASH database to use as the basis for its data analysis. The KOHS Traffic Records Coordinator is able to provide this information to the departments within the Transportation Cabinet in turn, as well as responding to queries by law enforcement, consultants, the Governor's Executive Committee on Highway Safety, the public, and others. With its analytical tools and mapping capabilities, the Office of Highway Safety is able to conduct highway safety problem identification for the purpose of establishing program and funding priorities.

The Traffic Records Coordinator annually updates a matrix to evaluate data from Kentucky's 120 counties. This matrix utilizes data from the most recent three-year period (2014-2016) to establish a ranking system for highway safety problems by county, so that priority areas can more easily be established for reviewing funding proposals and for program delivery. This problem identification tool (included in the Appendix) tabulates data from each of the following data factors for each county:

- Estimated Population
- Number of Total Crashes
- Number of Fatalities
- Number of Incapacitating Injuries
- Fatality Rate per 100M VMT
- Number of Impaired Driving Collisions
- Percent of Unbelted Fatalities
- Number of Speeding Collisions
- Number of Commercial Motor Vehicle Collisions
- Number of Motorcycle Collisions.

The matrix spreadsheet is set up to assign a ranking of 1-120 for each county in each of these categories. All of these rankings are combined into an overall ranking as well. Fatalities and incapacitating injuries were given more weight in determining the overall ranking. Counties with the lowest overall numerical rank have the greatest number of problems, while counties with the highest numerical rank have the lowest number of problems. For the upcoming year, the KOHS will target highway safety countermeasures in those counties that were ranked in the top 40 overall. The grant review committee is comprised of KOHS staff, Law Enforcement Liaisons and our NHTSA Regional program Manager. The review committee uses this matrix and the identification of priority counties as a tool in reviewing applications for highway safety project funding. Individual factor rankings were consulted to help determine the most suitable program area for particular project proposals. This was especially helpful for evaluating law enforcement proposals, which make up a large percentage of the applications received.

In addition to the data analysis conducted by the highway safety office, the Kentucky Transportation Center of the University of Kentucky is contracted to conduct an annual review of crash data from the most recently available year, as well as the prior four-year period. The Kentucky Transportation Center uses this data to develop the following documents on an annual basis: Analysis of Traffic Crash Data in Kentucky and Kentucky Traffic Collision Facts. These documents contain the most comprehensive published collection and analysis of statewide crash data available including who is involved in crashes, what types of crashes, vehicles and roadways involved, where the crashes are taking place, when the crashes are taking place and why the crashes are occurring. The most recent document completed can be found at <http://transportation.ky.gov/Highway-Safety/Pages/Traffic-Collision-Facts-Book.aspx>

Analysis of Traffic Crash Data in Kentucky compiles and analyzes detailed motor vehicle crash data for all Kentucky counties and for cities over 2,500 in population for the most recent five-year period. It also includes relevant data on arrest and conviction data for DUI offenses. Traffic Collision Facts characterizes traffic crashes in a more general manner, presenting information on contributing factors, occurrence by type of vehicle & roadway, age and sex of driver, etc. The Kentucky Transportation Center also conducts the annual statewide safety belt and child restraint usage survey according to NHTSA standards. The results are published each year in a separate research report, Safety Belt Usage Survey in Kentucky. The Office of Highway Safety staff uses all of these documents to gain a better understanding of trends in traffic collisions and to help identify the most problematic areas and/or jurisdictions in the state. Demographic data and the most common factors contributing to crashes are also examined to determine the most at-risk populations and behaviors that should be addressed in the Performance Plan.

A formal letter is mailed to every state and local law enforcement agency throughout the state as well as other organizations involved in highway safety. This letter serves as the official notice of funding availability of highway safety grants for the upcoming federal grant year. The Kentucky Office of Highway Safety selects projects for funding each year following submittal of applications by eligible state and local public agencies and non-profit groups. Law Enforcement Liaisons are instrumental in contacting and encouraging agencies in these high priority areas to apply for grants and assist them with their application. The grant application is made available on the Kentucky Office of Highway Safety's web site, along with basic instructions for submission.

Once all applications are received, they are divided among the grant review committee's members to review and note recommendations. This year, the grant review committee met for several days in March to discuss and evaluate all proposals as a group. Grant proposals are evaluated for eligibility, completeness, and the ability of the project to address identified highway safety problems. Other factors are also given consideration, such as whether or not the proposed project is located in a high-priority county, the agency's past participation in highway safety mobilizations, as well as their prior performance as a grantee (if applicable). Project budgets are also evaluated and recommendations made for modification, if necessary. The committee's recommendations are then forwarded to the Governor's Representative for Highway Safety for final approval.

For Fiscal Year 2019, a total of 136 external grant applications were received. 122 of those were enforcement proposals, 14 were non-enforcement proposals to include education, data, child passenger safety or other project proposals. Kentucky Office of Highway Safety review, Traffic Records Data Committee review, and final review by the Governor's Representative for Highway Safety resulted in approval of 111 enforcement proposals, 20 educational/data improvement proposals. Projects not funded were due to either ineligibility of project, non-participation in mobilizations, poor activity, and limited funding.

The programs and projects are designed to impact problems that are identified through the problem identification process and support the goals, objectives and strategies identified within our Strategic Highway Safety Plan, (SHSP). The Kentucky Office of Highway Safety (KOHS) staff holds meetings throughout the fiscal year to plan and coordinate major programs and initiatives in collaboration with the strategies, goals and objectives of the SHSP. This process includes input from partner agencies including those stakeholders who are members of the Governor's Executive Committee on Highway Safety.

As part of the review process KOHS conducts a risk assessment of the agency and the proposed project. The risk assessment includes such information as the past performance of the agency during previous grants including claim and reporting timeliness and accuracy, previous participation in GHSP sponsored campaigns and events, tenure of agency head, agency size, agency's current emphasis on highway safety, agency's highway safety enforcement efforts for the three previous years, monitoring results from other Federal agency awards, and any other incidental or anecdotal information that may provide an indication of project success or failure. If a project is funded, but deemed a higher than normal risk KOHS typically will require enhanced reporting and/or monitoring to better track the project progress.

The KOHS and KYTC Planning and Operations Division, responsible for the collaborative setting of the HSIP and HSP have aligned the fatality goal of 737, fatality rate per 100vmt at 1.50, and serious injuries at 2,991. For the Highway Safety Plan and the Highway Safety Improvement Project.

Problem identification and strategic planning for highway safety is a team approach that includes staff within the Kentucky Office of Highway Safety as well as all stakeholders who are actively involved within the Governor's Executive Committee on Highway Safety. This committee was established in 2004 to address the epidemic of highway fatalities and injuries occurring on Kentucky's roadways. The committee is an executive-level, multi-agency group of highway safety advocates from varying backgrounds who serve with "one voice" on Kentucky highway safety issues. The committee also coordinates the development and implementations of Kentucky's SHSP and is currently working on an update to extend the strategies, goals and objectives through December 2018. This plan will build on the success by establishing measurable goals and evaluating them consistently and comprehensively. This plan will serve as an umbrella guide to increase coordination, communication, and cooperation among federal, state, and local agencies, non-profit organizations, and other highway safety advocates.

The Governors Executive Committee on Highway Safety (GECHS) is chaired by the Secretary of Transportation. Other members include professionals from a number of different disciplines that are relevant to highway safety in Kentucky. Representation includes individuals from the following stakeholders: Kentucky Transportation Cabinet, Kentucky State Police, Kentuckians for Better Transportation, Federal Highway Administration, Federal Motor Carrier Safety Administration, Kentucky Injury Prevention and Research Center, Department of Public Health, Eastern Kentucky University, Office of the Attorney General, University of Kentucky Transportation Center, Kentucky Sheriff's Association, Kentucky Association of Chiefs of Police, Kentucky Board of Emergency Medical Services, Kentucky Office of Insurance, Kentucky Motor Transport Association, Mothers Against Drunk Driving, National Highway Traffic Safety Administration, Kentucky Office of Alcoholic Beverage Control, Kentucky Operation Lifesaver, Kentucky Fire Commission, Kentucky Farm Bureau, AAA and the Insurance Institute of Kentucky.

The SHSP includes the following eleven emphasis areas:

- Aggressive Driving
- Commercial Motor Vehicles
- Distracted Driving
- High Risk Young and Mature
- Impaired Driving
- Incident Management
- Intersections
- Motorcycles
- Non-Motorized Bike/Pedestrian
- Occupant Protection
- Roadway Departure

Traffic Records and Legislative Issues have been deleted from the previous plan as individual emphasis areas and are now incorporated as subsets of each emphasis area. Lane Departure was replaced with Roadway Departure to be more comprehensive and consistent with national guidelines. Roadway safety includes not only the safety of motorists, but also the safety of pedestrians and bicyclists that are also roadway users. The emphasis areas highlighted above are supported by strategies and activities within our Highway Safety Performance Plan (HSPP).

Aggressive Driving is generally defined as actions by drivers that result in adverse safety effects on other drivers and contribute to crashes that are coded as follows: failure to yield right of way, following too close, too fast for conditions, disregarding traffic control, exceeding stated speed limit, improper passing and weaving in traffic. This emphasis area corresponds to our Highway Safety Performance Plan within the Police Traffic Services program area to support the strategies of the SHSP for sustained enforcement during the grant year with special emphasis during *Click it Or Ticket* and *Drive Sober or Get Pulled Over*. Impaired Driving, Occupant Protection and Motorcycle Safety are also primary program areas within our plan. Strategies within our HSP related to enforcement, education and public awareness support the SHSP.

PERFORMANCE PLAN: DATA TRENDS & PERFORMANCE GOALS & OBJECTIVES

KENTUCKY PERFORMANCE MEASURES & CRASH DATA

2013-2017 Yearly Totals

Source: 2008-2016 STSI/UK Transportation Center, *2017 Preliminary State Crash Data

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017*
Fatalities	825	791	760	720	746	638	672	761	834	782
Fatality Rate per 100M VMT	1.74	1.67	1.58	1.50	1.58	1.36	1.4	1.56	1.7	1.59
Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions)	381	352	310	306	309	245	285	308	318	308
Serious Injuries	4,620	4,491	4,057	3,873	3,825	3,175	3,154	3,175	3,114	3,007
Fatalities involving a driver or motorcycle operator with .08+ BAC	186	192	168	172	169	166	171	188	175	137
Speeding – Related Fatalities	154	154	154	141	151	125	125	140	138	131
Motorcyclist Fatalities	101	86	96	71	106	87	86	91	111	85
Unhelmeted Motorcyclist Fatalities	60	50	58	42	68	59	48	61	76	53
Drivers Age 20 or Younger in Fatal Crashes	122	133	114	86	88	80	79	89	93	93
Pedestrian Fatalities	66	41	61	50	49	55	57	67	81	90
Bicyclist Fatalities	6	5	7	2	6	3	4	7	9	7
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Observed Seat Belt Usage Rate (front seat outboard for passenger vehicles)	73.3	79.7	80.3	82.2	83.7	85	86.1	86.7	86.5	86.8
* 2017 preliminary state data										

2013-2017 Five Year Moving Averages

	2013	2014	2015	2016	2017	2019 Goal
Fatalities (5 year moving average)	731	707	707	730	737	737
Fatality Rate per 100M VMT (5 year moving average)	1.54	1.48	1.48	1.52	1.52	1.50
Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions) (5 year moving average)	304	291	291	293	293	286
Serious Injuries (5 year moving average)	3,884	3,617	3,440	3,289	3,125	2,991
Fatalities involving a driver or motorcycle operator with .08+ BAC (5 year moving	173	169	173	174	167	167
Speeding – Related Fatalities (5 year moving average)	145	139	136	136	132	126

Motorcyclist Fatalities (5 year moving average)	89	89	88	96	92	92
Unhelmeted Motorcyclist Fatalities (5 year moving average)	55	55	56	62	59	59
Drivers Age 20 or Younger in Fatal Crashes (5 year moving average)	100	89	84	86	87	77
Pedestrian Fatalities (5 year moving average)	51	54	56	62	70	70
Bicyclist Fatalities (5 year moving average)	5	4	4	6	6	6
	2013	2014	2015	2016	2017	2019 Goal
Observed Seat Belt Usage Rate (front seat outboard for	85	86.1	86.7	86.5	86.8	87.8

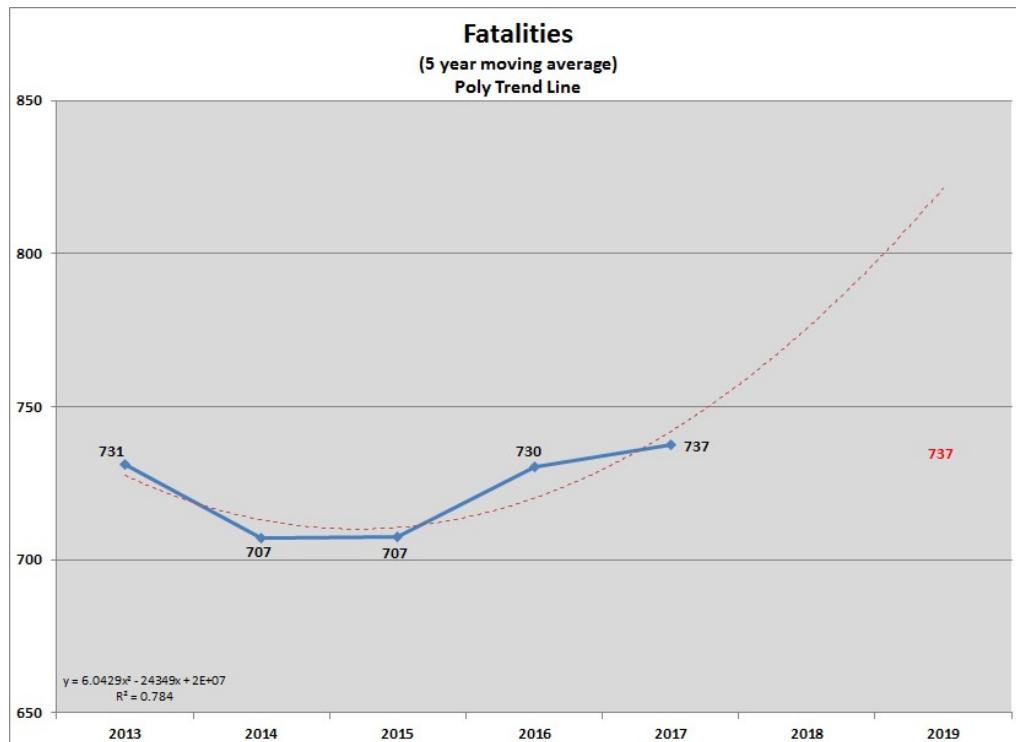
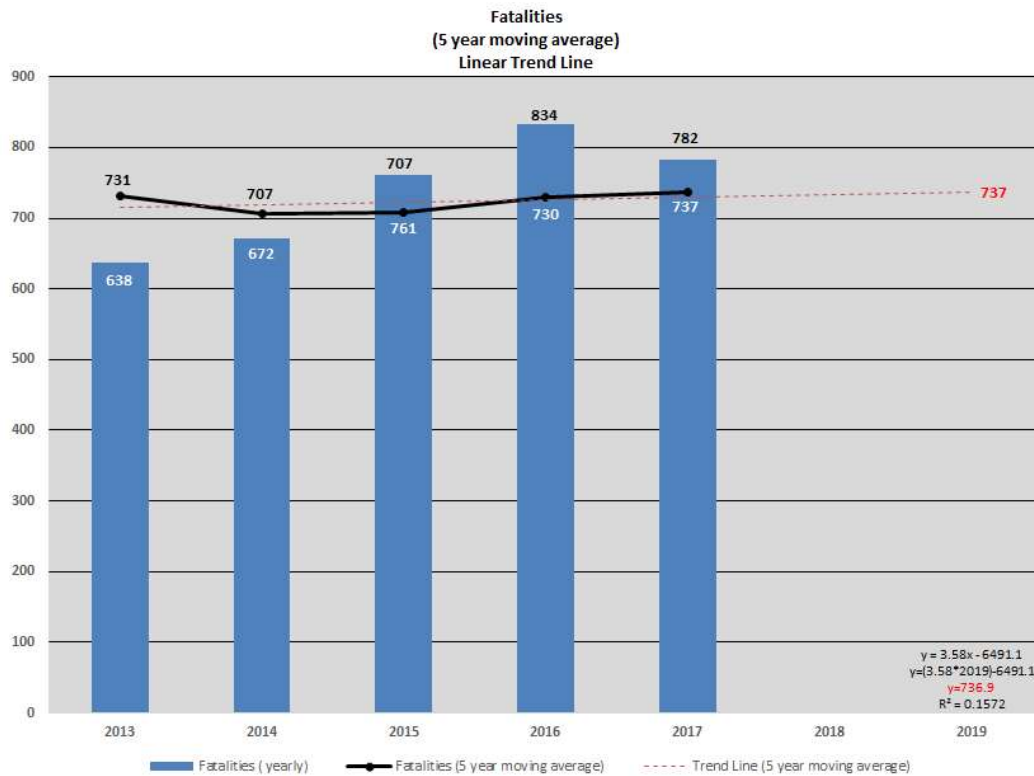
PERFORMANCE GOAL STATEMENTS

When compiling data for analysis in determining our goals for each of the core outcome measures, the data were analyzed using yearly totals, five year moving averages and three-year moving averages. The trends and projected goals for each of the measures seemed to be more representative and attainable when using the five-year moving average using data from 2013-2017.

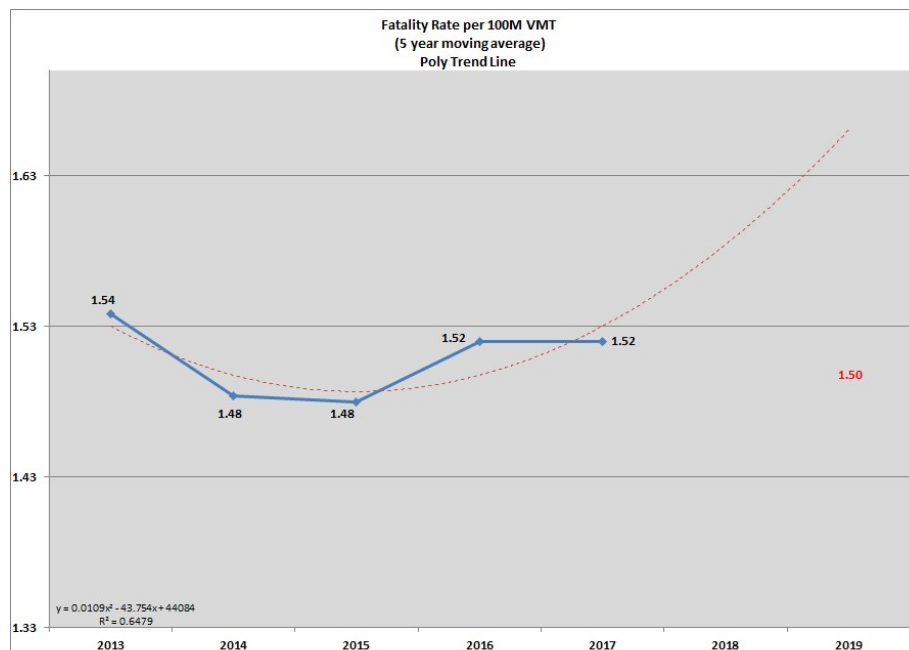
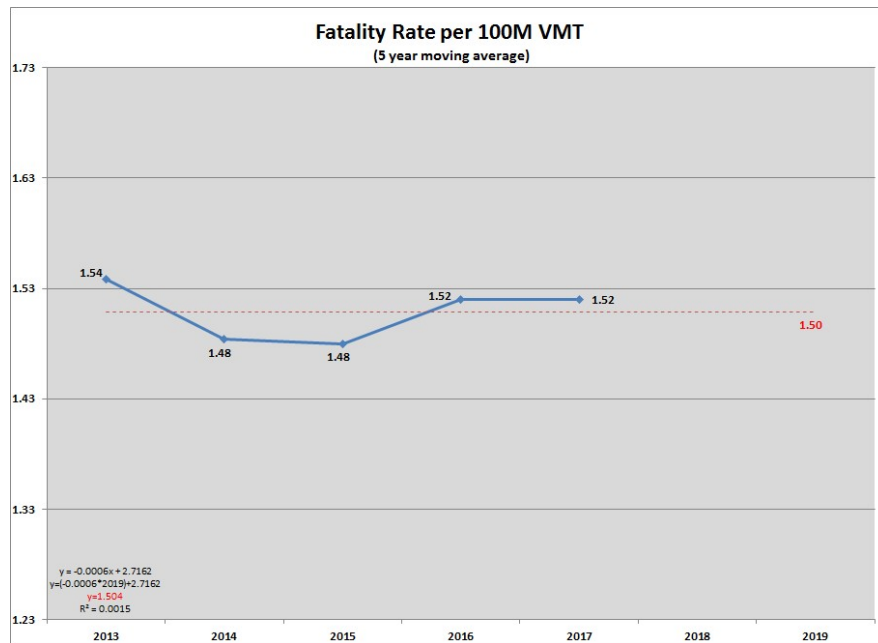
Each of the measures below uses a five point, five-year moving average, and each goal was determined by projecting the trend line ahead to determine a 2019 goal. Taking into account data from the past and how the current trend is moving, this allows Kentucky to work towards sustaining, or moving towards, a downward trend.

GOAL STATEMENTS FOR CORE OUTCOME MEASURES

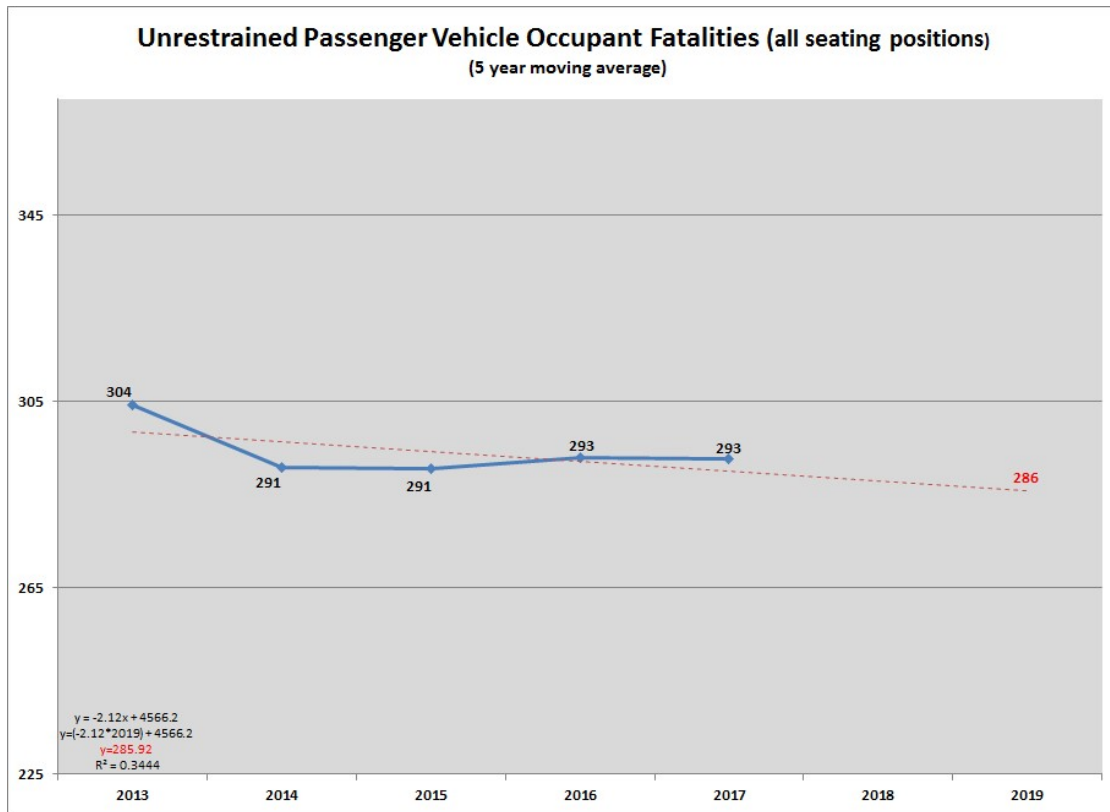
I. To maintain fatalities from the 2013-2017 calendar base average of 737 forward to the 2015-2019 calendar years average.



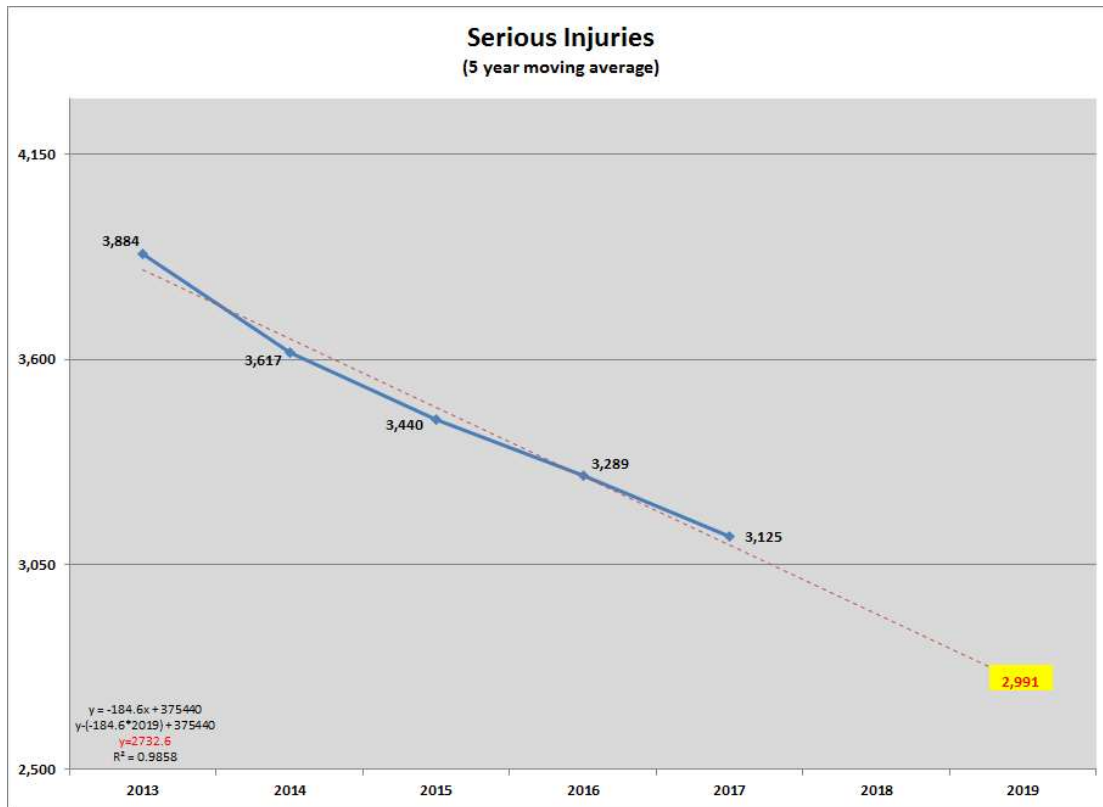
2. To decrease fatalities/100M VMT 1.3% from the 2013-2017 calendar base year average of 1.52 to 1.50 for the 2015-2019 calendar years average.



3. To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 2.4% from the 2013-2017 calendar base year average of 293 to 286 for the 2015-2019 calendar years average.

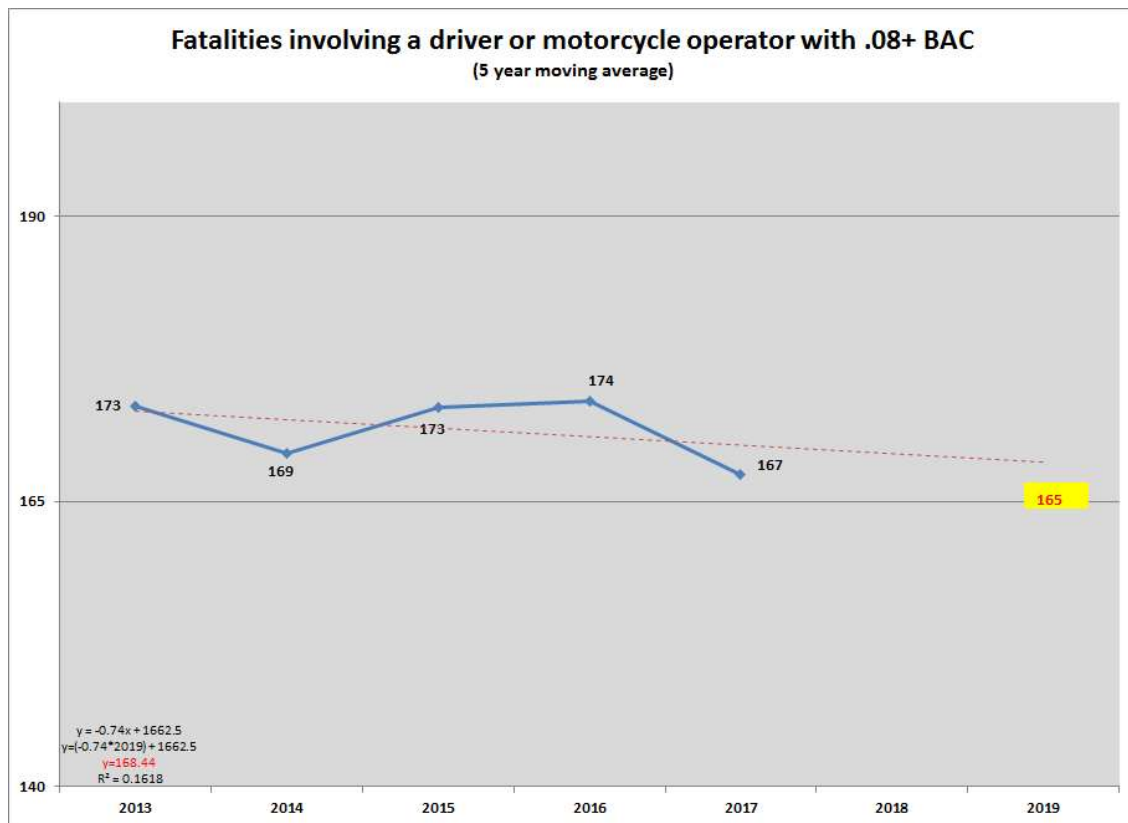


4. To decrease serious traffic injuries 4% from the 2013-2017 calendar base year average of 3,125 to 2,991 for the 2015-2019 calendar years average.



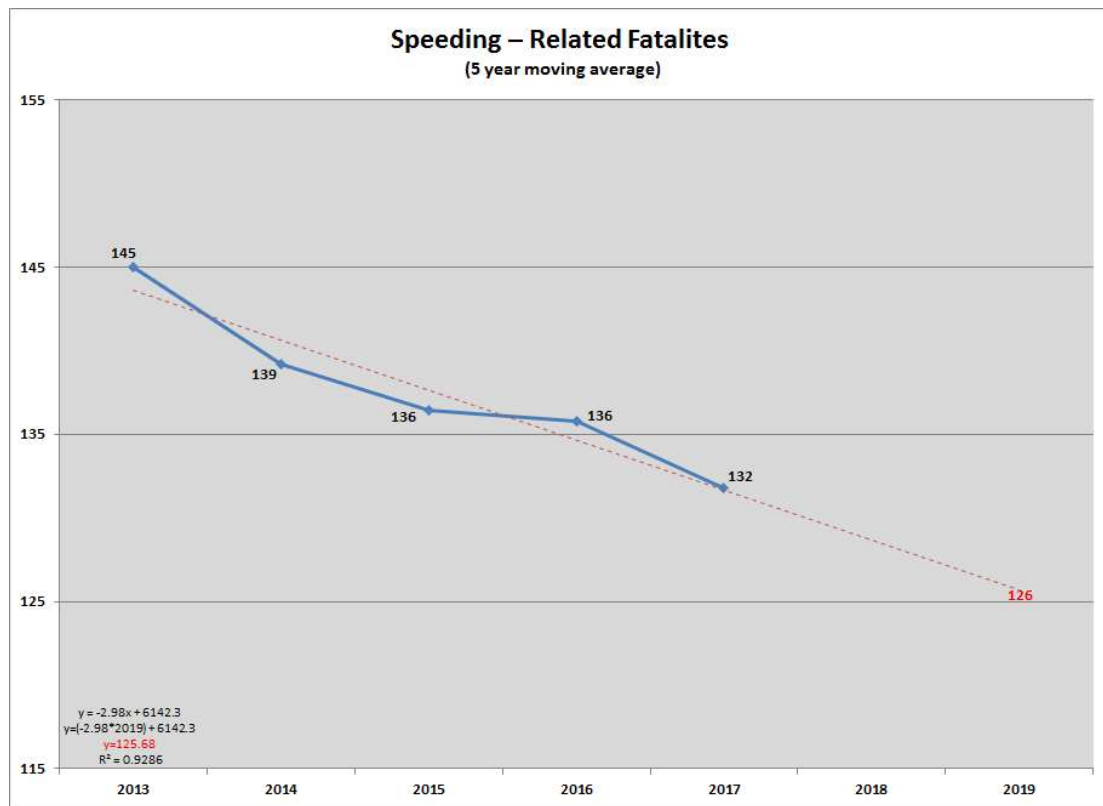
* Despite a projected decrease in serious injuries to 2,733, as shown by the equation and graph above, the KY Office of Highway Safety feels a decrease of 4% is a realistic goal to move toward and maintains the yearly pace seen in the reduction of serious injuries.

5. To decrease alcohol-impaired driving fatalities 1% from the 2013-2017 calendar base year average of 167 to 165 for the 2015-2019 calendar years average.



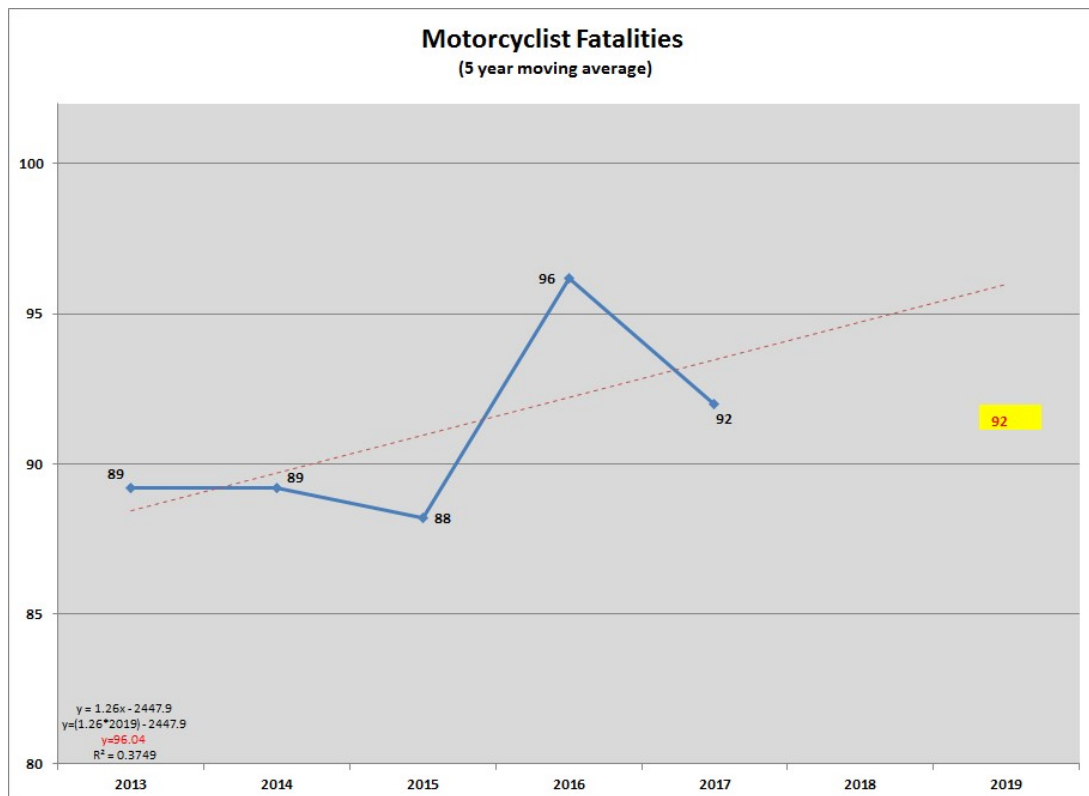
* Despite a projected slight increase in alcohol-impaired driving fatalities, as shown by the trend line and graph above, the KY Office of Highway Safety feels that with an overall downward trend, a 1% reduction in the base year average is a realistic goal to move toward.

6. To decrease speeding-related fatalities 4.5% from the 2013-2017 calendar base year average of 132 to 126 for the 2015-2019 calendar years average.



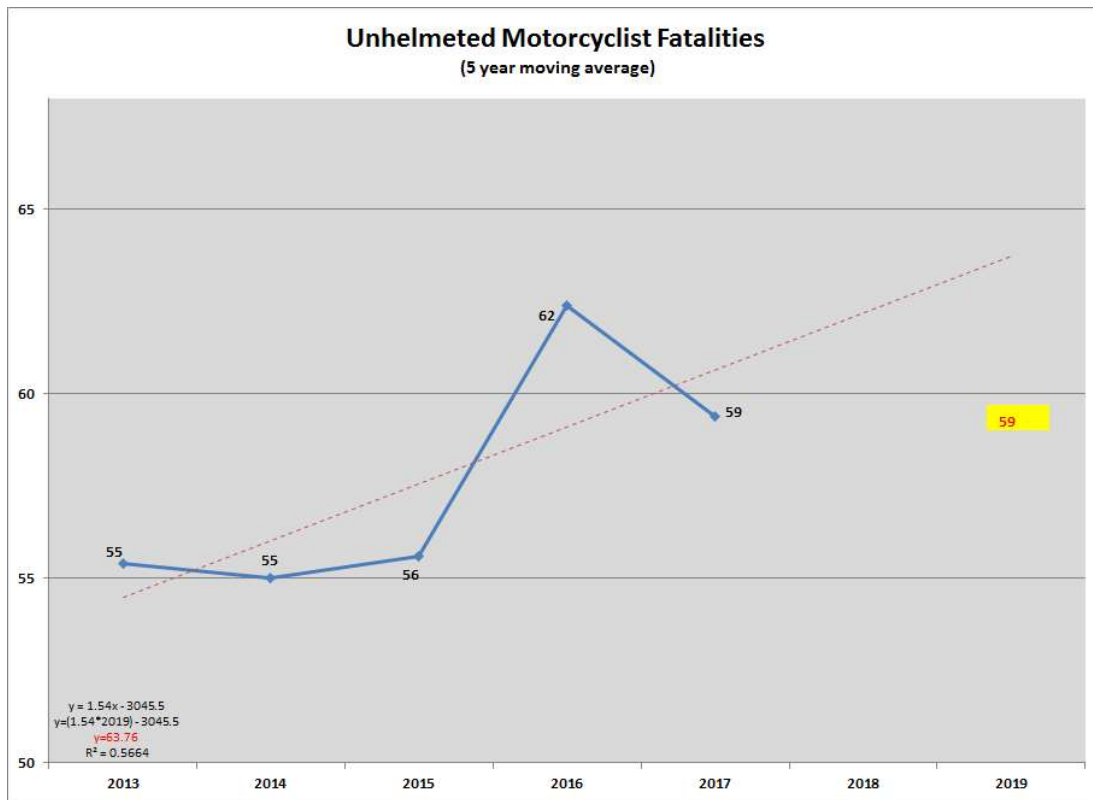
*2015- 2019 goal based upon past data and projected trend line shown above

7. To maintain motorcyclist fatalities from the 2013-2017 calendar base year average of 92 forward to the 2015-2019 calendar years average.



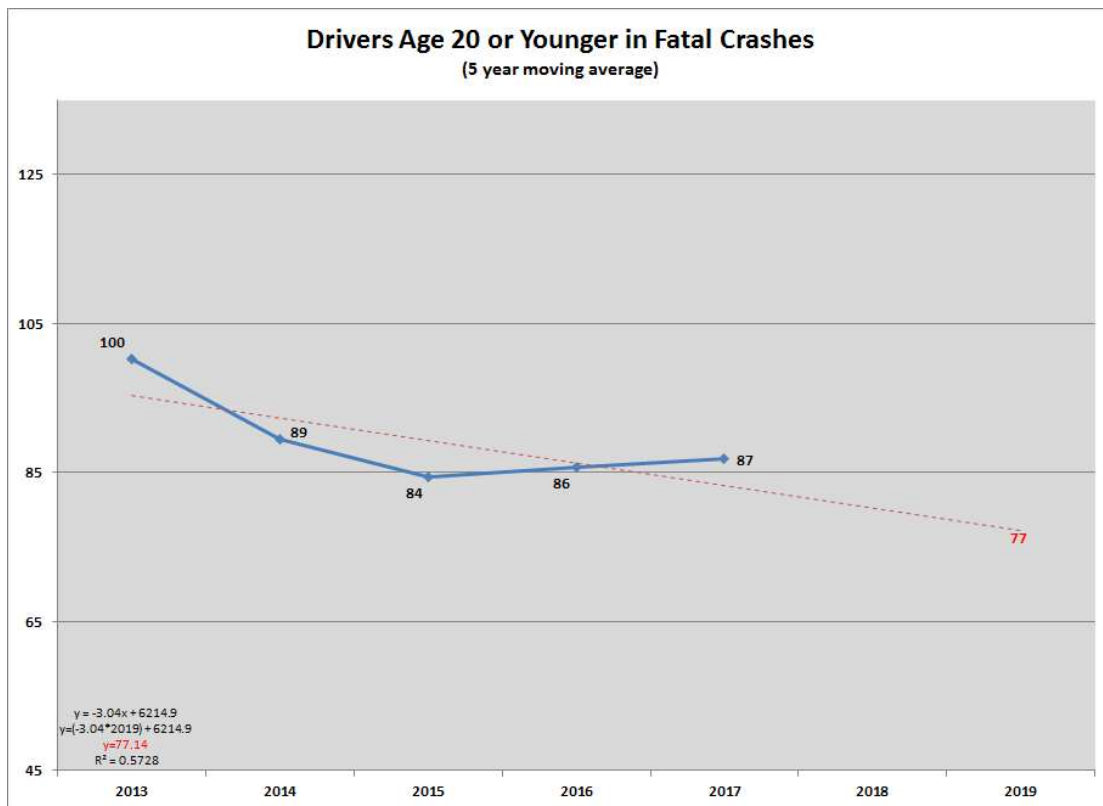
* The chart above indicates a projected increase in motorcyclist fatalities, as shown by the trend line and graph above. The KY Office of Highway Safety feels that it is realistic to set a current goal to maintain, despite the forecasted increase.

8. To maintain un-helmeted motorcyclist fatalities from the 2013-2017 calendar base year average of 59 forward to the 2015-2019 calendar years average.



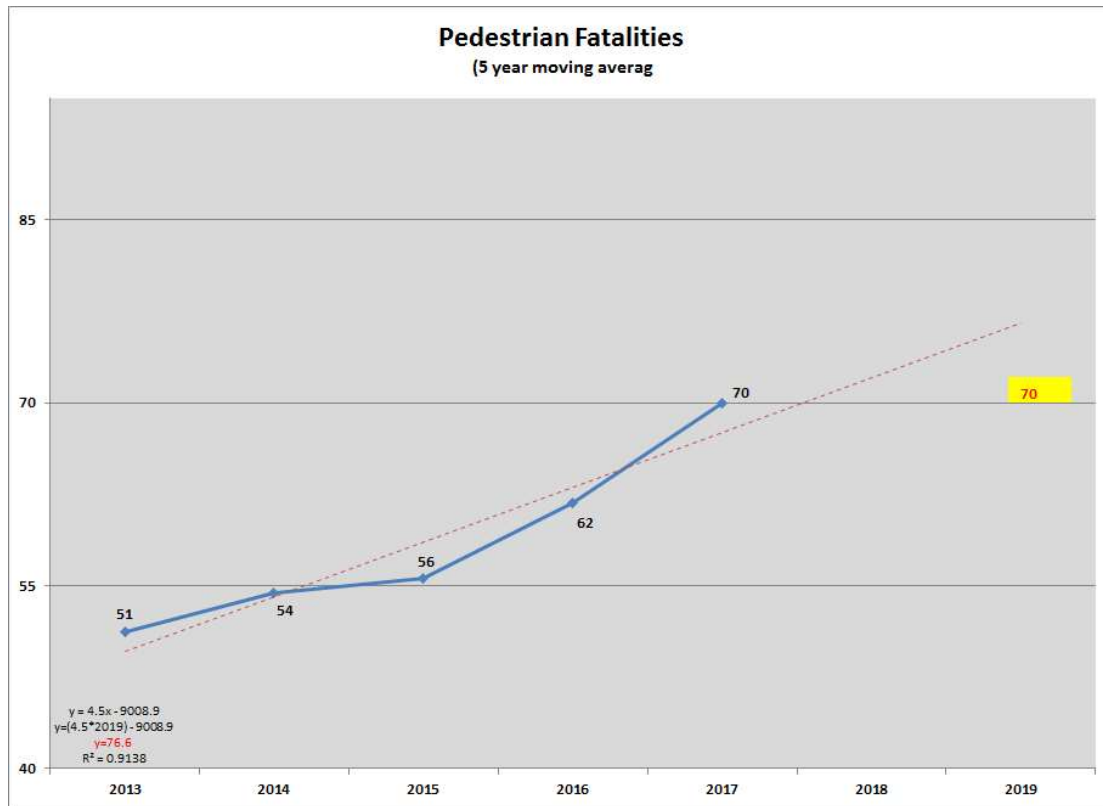
* The chart above indicates a projected increase in unhelmeted motorcyclist fatalities, as shown by the trend line and graph above. The KY Office of Highway Safety feels that it is realistic to set a current goal to maintain, despite the forecasted increase.

9. To decrease drivers age 20 or younger involved in fatal crashes by 11% from the 2013-2017 calendar base year average of 87 to 77 for the 2015-2019 calendar years average.



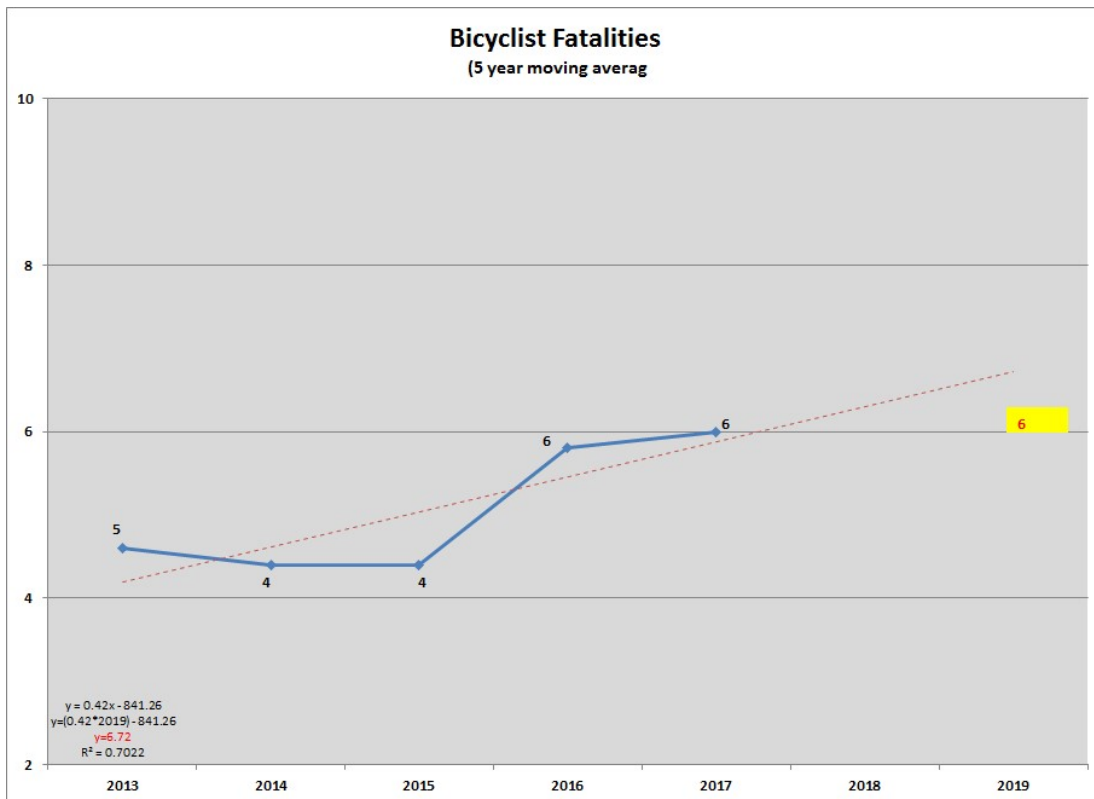
*2015- 2019 goal based upon past data and projected trend line shown above

10. To maintain pedestrian fatalities from the 2013-2017 calendar base year average of 70 forward to the 2015-2019 calendar years average.



* The chart above indicates a projected increase in pedestrian fatalities, as shown by the trend line and graph above. The KY Office of Highway Safety feels that it is realistic to set a current goal to maintain, despite the forecasted increase.

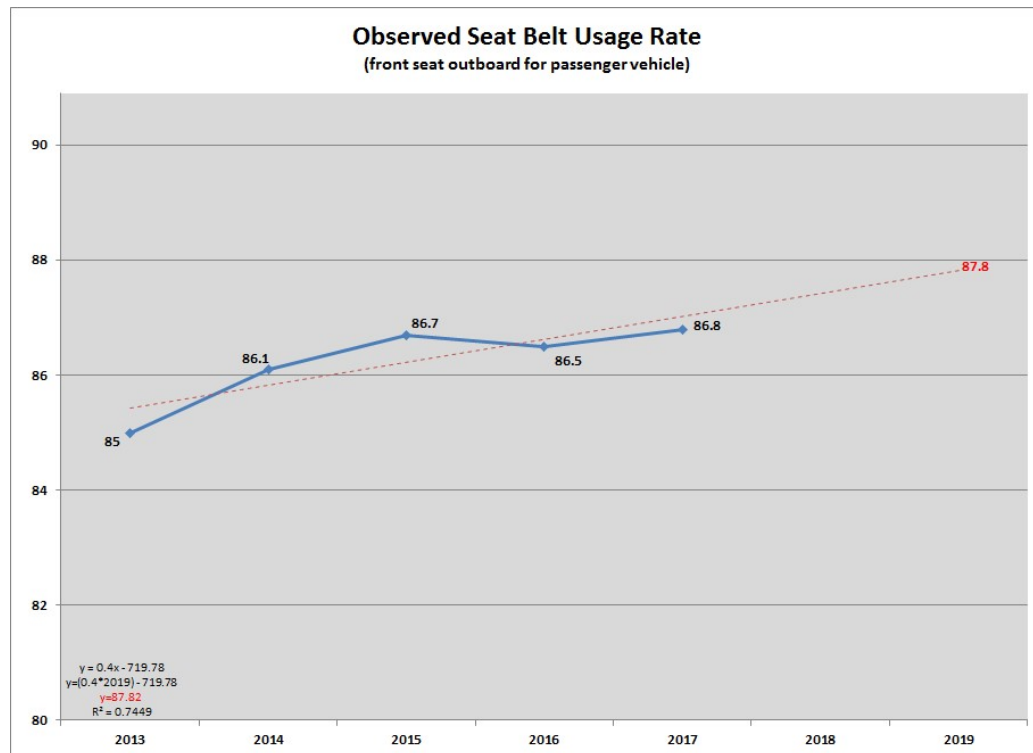
11. To maintain bicyclist fatalities from the 2013-2017 calendar base year average of 6 forward to the 2015-2019 calendar years average.



* The chart above indicates a projected slight increase in bicyclist fatalities, as shown by the trend line and graph above. The KY Office of Highway Safety feels that it is realistic to set a current goal to maintain, despite the forecasted increase.

GOAL STATEMENT FOR CORE BEHAVIOR MEASURE

To increase the seat belt usage rate 1.2% from the 2016 average of 86.8 percent usage to 87.8 percent for 2019.



*2019 goal based upon past data and projected trend line shown above

ACTIVITY MEASURES FOR REPORTING

1. To increase the number of seat belt citations during grant-funded enforcement activities two percent from the 2015-2017 calendar base year average of 26,690 to 27,224 by December 31, 2019.
2. To increase the number of DUI arrests during grant-funded enforcement activities two percent from the 2015-2017 calendar base year average of 3,307 to 3,373 by December 31, 2019.
3. To increase the number of speeding citations during grant-funded enforcement activities two percent from the 2015-2017 calendar base year average of 34,360 to 35,047 by December 31, 2019.

The Kentucky Office of Highway Safety staff monitors activity monthly from all highway safety projects. The monthly activity for those projects having overtime enforcement are compiled into a spreadsheet that calculates the overall hours worked and the total number of citations written for the following traffic violations: speeding, seat belt, child restraint and other traffic. We also track the number of DUI and other arrests made during federal overtime. This information is critical in determining what projects are recommended for future funding.

GRANTS MANAGEMENT STRATEGIES AND PROGRAMS

SUMMARY

Enforcement programs funded by NHTSA follow an evidence-based model that incorporates a data-driven problem identification process, implementation of evidence-based countermeasures, and continuous monitoring to ensure the countermeasures are implemented correctly and are making the desired effect (See Appendix for more details).

HIGHWAY SAFETY PLANNING AND ADMINISTRATION

The KOHS administration staff is comprised of the Executive Director of the Kentucky Highway Safety Office, Assistant Director of Highway Safety Program, Grants Branch Manager and the Grants Fiscal staff. These staff members serve to support the program management staff, traffic records coordinator, impaired driving coordinator and occupant protection coordinator. The Executive Director is funded by the Commonwealth of Kentucky.

The Commonwealth of Kentucky is divided into four program regions. These regional program managers work with their assigned law enforcement liaison and work with grantees directly on program strategies, monitoring of the grant activities and conduct analysis of program effectiveness.

PLANNING AND ADMINISTRATION PROJECTS

Project Number: PA-19-00-00-01

Project Title: Planning & Administration (Kentucky Office of Highway Safety)

Description: This grant will fund 50% of the salaries & benefits and travel & training expenses for the Branch Manager, two Financial Managers, and one Internal Policy Analyst of the Office's Division of Highway Safety Programs, Grants Management Branch. In addition, it will fund 50% of the expenses for office supplies, equipment, postage, and GHSA and professional dues for the Grants Management Branch. The remaining 50% is funded by the state with required matching funds.

Budget: \$250,000.00 (NHTSA 402)

Project Number: CP-19-00-00-01

Project Title: Program Management (Kentucky Office of Highway Safety)

Description: This grant will fund the salaries & benefits and travel & training expenses for each of the three Grant Program Managers.

Budget: \$350,000.00 (NHTSA 402)

IMPAIRED DRIVING

The KOHS Impaired Driving Coordinator serves as the statewide resource to assist the management staff, grants staff and education staff regarding the impaired (ID, IID, alcohol and drug) driving program in the Kentucky Office of Highway Safety (KOHS). The position responsibilities include long and short range program planning and monitoring, grant development and monitoring, budget development and monitoring. Duties include to conduct monitoring and providing technical assistance to the Kentucky Impaired Driving Taskforce (KIDTF), grantees, staff and law makers. This position will make periodic reports representing the KOHS at the local, state and the National Highway Safety Administration meetings and conferences.

The KOHS Impaired Driving programs will employ the following:

- Maintain and grow the ID task force to incorporate new strategies and activities identified from the stakeholders, GECHS and OP assessment,

- Increase enforcement throughout the year in counties and cities with high numbers of alcohol-related crashes by providing law enforcement agencies with the resources they need to implement strict DUI enforcement programs and to aid them in detecting impaired drivers. This strategy is also within our impaired driving emphasis area strategies in Kentucky's Strategic Highway Safety Plan (SHSP).
 - Provide equipment to aid state and local agencies in impaired driving efforts to include the following: video cameras, preliminary breath testers, breathalyzers and lighting/generators to be used at traffic safety checkpoints.
 - Increase public awareness of the DUI problem and the consequences for offenders, especially among those most likely to drink and drive.
 - Educate prosecutors and law enforcement on ways to more effectively manage DUI cases and encourage the passage of stronger laws by providing information and statistics about this topic to lawmakers, safety advocates and grassroots organizations. This strategy is also within our impaired driving emphasis area strategies in our SHSP.
 - Participate in the National Highway Traffic Safety Administration's *Drive Sober or Get Pulled Over /Click It or Ticket* campaigns focusing on saturation patrols, traffic safety checkpoints and media. This strategy is also one of our occupant protection / impaired driving emphasis area strategies in our SHSP. All grantees are required to participate in mobilizations regardless of their problem area.
 - Promote the *Drive Sober or Get Pulled Over* mobilization to law enforcement through a series of area briefings throughout the state.
 - Provide awards to law enforcement agencies/officers that excel in apprehending impaired drivers.
 - Provide training to state and local law enforcement officers to become certified/maintain certification as Drug Recognition Experts (DREs). This certification is an effective tool for recognizing and convicting persons driving impaired by drugs. This strategy is also one of our impaired driving emphasis area strategies in our SHSP.
 - Provide regional training opportunities for law enforcement officers to complete the Advanced Roadside Impaired Driving Enforcement (ARIDE) class, offered through the state's Drug Evaluation and Classification (DEC) program. This training allows officers to build on their SFST knowledge and skills to better identify drug impaired drivers. This strategy is also one of our impaired driving emphasis area strategies in our SHSP.
 - Continue to work with legislatures and encourage the passage of stronger DUI laws in Kentucky. This strategy is also one of our impaired driving emphasis area strategies in our SHSP.
- Educate and increase public awareness about the benefits of requiring alcohol ignition interlocks in vehicles of DUI offenders.

IMPAIRED DRIVING TASKFORCE

The Kentucky Impaired Driving Task Force (KIDTF) provides a top down effort to a coalition of agencies to reduce the number of fatalities and injuries on the roadways in Kentucky. This task force was created in response to the governance of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and as directed by the Governor's Executive Committee on Highway Safety.

The list below denotes the member's names and agency they represent on the KIDTF:

Impaired Driving Task Force	
Name	Agency
Major P. Burnett	KSP, East Troop Commander
Matt Cole	KYTC Division of Drivers Licensing, Director
Dr. Gregory Davis	University of Kentucky, Pathologist
Greg Dennison	KOHS, Western KY Law Enforcement Liaison
Michael Doane	KY Dept. of ABC, Investigative Manager
Rosalind Donald	MADD, KY Victim Advocate Representative
Tiffany Duvall	KOHS, DWI Program Coordinator
Troy Dye	KOHS, Northern KY Law Enforcement Liaison
Ali Edelstein	KY Distiller's Association, Director of Social Responsibility
Ryan Fisher	KOHS, Grants Branch Manager
Stephanie Hancock	NHTSA, Region 3 Deputy Administrator
Dr. Noelle Hunter	KOHS, Executive Director
Ethan Gayheart	MADD KY Office, Victim Services Specialist
Alan George	KY Co. Attorneys Association, Treasurer
Tom Lockridge	Attorney General's Office, Traffic Safety Resource Prosecutor
Matt McCoy	KOHS, Eastern Region Program Manager
Bill Naff	NHTSA, Region 3 Program Manager
Cheryl Parker	AAA, Northern KY Director of Public and Governmental Affairs
Jerry Pigman	UK KTC, Traffic and Safety Program Manager
Theresa Podguski	AAA, East Central Director of Legislative Affairs
Rob Richardson	KOHS, KSP, DRE & ARIDE Law Enforcement Liaison
Barbara Schulte	KOHS, Administrative Specialist III
Michael Schwendau	KOHS, Assistant Director
Brandon Standifer	KSP, Laboratory Supervisor
Laura Sudkamp	KSP, Forensic Laboratory Director
Major J. Thompson	KSP, West Troop Commander, Op. Division
Lori Woods	KYTC Dept. of Vehicle Regulation, Res Mgmt. Analyst III

IMPAIRED DRIVING PROJECTS

Project Number: M5HVE-2019-00-00-01 through M5HVE-2019-00-00-30

Project Title: Local Law Enforcement Impaired Driving Countermeasures Projects

Description: These grants will fund 30 local law enforcement agencies' overtime enforcement programs focused on impaired driving in each of the following agencies:

Allen County Sheriff's Office	Marshall County Sheriff's Office
Bourbon County Sheriff's Office	Mayfield Police Department
Boyd County Sheriff's Office	McCracken County Sheriff's Office
Burnside Police Department	Morehead Police Department
Cadiz Police Department	Murray Police Department
Florence Police Department	Nelson County Sheriff's Office and Bardstown Police Department
Franklin County Sheriff's Office	Nicholasville Police Department
Harlan Police Department	Pike County Sheriff's Office
Henderson Police Department	Radcliff Police Department
Hopkinsville Police Department	Scott County Sheriff's Office
Lakeside Park-Crestview Hills Police Department	Shelbyville Police Department
Laurel Sheriff's Office	Southgate Police Department
Leitchfield Police Department	Villa Hills Police Department
Lexington Police Department	Wilder Police Department
Louisville Metro Police Department	Williamstown Police Department

In addition to funds for overtime salaries/benefits and fuel costs, many of these agencies will also receive funds to purchase traffic enforcement equipment (such as preliminary breath testing devices, in-car video cameras, and/or radars). According to NHTSA's *Countermeasures that Work*, 7th edition, publicized saturation patrol and sobriety checkpoint programs have a 4-5 star effectiveness rating in deterring impaired driving. As described in Part A of this document, KOHS ensures effective and proper implementation of all enforcement activities through careful project selection and monitoring. Maps are provided to each law enforcement agency indicating the roadways having the highest number of impaired driving crashes. They are instructed to devote the majority of their overtime on these targeted roadways.

Budget: \$537,600.00 (NHTSA 405D MAP-21/FAST Act)

Project Number: M5HVE-2019-00-00-31

Project Title: Department of Criminal Justice

Description: Eastern Kentucky University's Department of Criminal Justice Training will continue a program to certify/recertify Kentucky law enforcement officers as Drug Recognition Experts (DREs), as well assist the LEL program to provide advanced DUI training to other law enforcement officers. Project strategies two DRE recertification courses, and at least six Advanced Roadside Impaired Driving Enforcement (ARIDE) courses. The grant will also allow a small group of DRE instructors/regional coordinators to attend the national DRE Conference. With Kentucky's increasing number of drug-related DUIs and crashes, this program is an essential component of Kentucky's strategy to reduce impaired driving. The training curriculum, provided by the International Association of Chiefs of Police, includes classroom instruction, written tests and supervised evaluation of drug impaired subjects. Those certified by this program are able to conduct standardized and systematic evaluations of drug-impaired individuals and provide reliable testimony in court. This program includes a strong outreach component with the state's prosecutors. The grant will pay for the DRE Program Coordinator's salary, course materials, and costs associated with providing training events.

This program provides specific training to improve officer skills for enforcing laws related to impaired (drugged) driving. Enforcement of drugged driving is a 3-star rated countermeasure in NHTSA's *Countermeasures that Work*, 7th edition.

Budget: \$100,000.00 (NHTSA 405D MAP-21/FAST Act)

Project Number: M5HVE-2019-00-00-32

Project Title: Office of Attorney General

Description: Grant will provide ninth-year funding for the full-time position of Traffic Safety Resource Prosecutor (TSRP) through Kentucky's Office of the Attorney General. This specialized attorney is an experienced prosecutor who is an expert on Kentucky's traffic and DUI laws. In the upcoming year, the TSRP will conduct a minimum of three regional traffic safety-related trainings for law enforcement/prosecutors, including one focused on vehicular homicide and one on drugged driving. He will also conduct a presentation of a trial advocacy topic relating to prosecuting highway safety infractions at the state's annual prosecutors conference. In addition, the TSRP will continue to advise prosecutors on technical matters related to DUI and other traffic safety issues, serving as a liaison between law enforcement, prosecutors, and the Office of Highway Safety. He will continue a mentoring program between new and experienced prosecutors, provide DUI training for new law enforcement recruits, and maintain a web page containing a wealth of reference materials for law enforcement and prosecutors. NHTSA is supportive of TSRPs and has developed a manual to assist them in their work, which is particularly valuable to less experienced prosecutors and judges handling DUI cases. This is addressed on page I-26 of *Countermeasures that Work*, 7th edition, within the section on DWI Courts. While Kentucky does not have dedicated DWI courts, TSRPs are often part of such programs.

Budget: \$200,000.00 (NHTSA 405D MAP-21/FAST Act)

Project Number: M5HVE-2019-00-00-33

Project Title: Kentucky State Police Nighthawk Impaired Driving Enforcement/Equipment

Description: Kentucky State Police will conduct selective traffic enforcement at key locations in each of 16 KSP post areas. Based on crash data, enforcement efforts will be concentrated in established statewide priority areas and in counties with high numbers of alcohol-related crashes. KSP will partner with local agencies in saturation and checkpoint activities and will increase public awareness of these DUI enforcement efforts. This grant will fund overtime enforcement focused on apprehending impaired drivers; fuel costs, equipment (PBTs and in-car video cameras). According to NHTSA's *Countermeasures that Work*, 7th edition, publicized saturation patrol and sobriety checkpoint programs have a 4-5 star effectiveness rating in deterring impaired driving. Kentucky State Police conducts the majority of the total traffic checkpoints in Kentucky. The purchase of PBTs will help the agency to achieve their objective to increase DUI arrests (PBTs are rated as a 4-star countermeasure) and the video cameras have proven to be effective in prosecution of DUI cases.

Budget: \$525,000.00 (NHTSA 405D MAP-21/FAST Act)

Project Number: M5HVE-2019-00-00-34

Project Title: Impaired Driving Coordinator

Description: This project creates an in house position that serves as the single statewide resource person to assist the management staff, grants staff and education staff regarding the impaired driving (ID, alcohol and drug) driving, motorcycle safety, aggressive driving, and distracted driving programs. The position responsibilities include long and short range program planning, grant development, budget development and oversight. They will provide technical assistance to the Kentucky Impaired Driving Taskforce (KIDTF), grantees, staff and lawmakers.

Budget: \$80,000.00 (NHTSA 405D MAP-21 funds/FAST Act)

Project Number: M5HVE-2019-00-00-35

Project Title: Governor's Impaired Driving Enforcement Awards

Description: The Kentucky Office of Highway Safety will continue the practice of holding an awards ceremony and luncheon to recognize law enforcement agencies and officers who have excelled in arresting impaired drivers during the previous federal fiscal year. This recognition ceremony has proven to be effective in increasing police agency participation and motivation.

Budget: \$25,000 (NHTSA 405D MAP-21)

Project Number: M5HVE-2019-00-00-36

Project Title: Impaired Driving Paid Media

Description: These funds will be used to develop and run statewide media campaigns to coincide with the national *Drive Sober or Get Pulled Over* campaign in December 2018 and August 2019. The following media formats will be considered for reaching target audiences: network and cable television, radio, digital, out-of-home elements such as window/mirror clings at bars/restaurants, gas pump toppers and clings at gas stations. Media markets that serve areas where there are a high number of alcohol-related crashes, injuries and/or fatalities will be targeted. In addition, anti-DUI advertising will be purchased through paid media to sustain the message. These funds will pay a portion of in-house contracts with the following organizations:

- University of Kentucky & Rupp Arena/JMI Sports Marketing
- University of Louisville & Louisville Arena/Learfield Sports Marketing
- Morehead State University
- Kentucky Sports Radio
- Tony & Dwight Show on WHAS
- iHeart media/Blue Lights Across the Bluegrass Safe Summer Driving Campaign
- Kentucky Speedway

These paid media contracts include radio, digital elements, impaired driving signage and/or live announcements during home games or radio show. According to the NHTSA publication, *Countermeasures that Work*, 8th edition, mass media campaigns such as this regarding impaired driving are rated as a 3-star countermeasure. Effectiveness will be enhanced by running ads largely in conjunction with statewide impaired driving enforcement activities.

Budget: \$833,000.00 (NHTSA 405D MAP-21/FAST Act)

OCCUPANT PROTECTION

The KOHS Occupant Protection Coordinator serves as the statewide resource to assist the management staff, grants staff and education staff regarding the occupant protection (OP, seat belts survey) and child passenger safety (CPS) in the Kentucky Office of Highway Safety (KOHS). The position responsibilities include long and short range program planning, grant development, budget development and oversight. Duties include conduct monitoring and providing technical assistance to the Kentucky Occupant Protection Taskforce (KOPTF), Kentucky Injury Prevention and Research Center committee chair, grantees, staff and law makers. This position will make periodic reports representing the Kentucky Office of Highway Safety at the local, state and the National Highway Safety Administration meetings and conferences.

The Occupant Protection programs will employ the following:

- Maintain and grow the OP task force to incorporate new strategies and activities identified from the stakeholders, GECHS and OP assessment,

- Utilize focus groups to develop strategies to educate the public about the provisions of Kentucky's primary seat belt law and the consequences of non-compliance. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- Encourage law enforcement agencies to aggressively enforce the primary seat belt law and child seat and booster seat laws. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- Provide law enforcement agencies and other partners with the necessary resources to implement occupant protection enforcement and educational programs in counties with the highest unbelted fatalities. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- Participate in the National Highway Traffic Safety Administration's *Click It or Ticket* campaigns focusing on saturation patrols, traffic safety checkpoints and media. This strategy is also one of our occupant protection emphasis area strategies in our SHSP. All grantees are required to participate in mobilizations regardless of their emphasis program.
- Promote the *Click It or Ticket* mobilization to law enforcement through a series of area briefings throughout the state.
- Nighttime occupant protection enforcement as a condition of grants, encourage enhancing this during area briefings. This strategy is one of our occupant protection emphasis area strategies in our SHSP.
- Increase public awareness about the lifesaving benefits of seat belts, child safety seats and booster seats. We will target messages to those segments of the population and to geographic areas with the lowest usage rates. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- Host Kentucky Lifesavers Conference with an emphasis on occupant protection and other emphasis areas within the Strategic Highway Safety Plan. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- Require grantees to conduct two separate seat belt observational surveys to monitor seat belt usage in their city/county.
- Provide awards to law enforcement agencies/officers who excel in enforcing seat belt laws. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- Conduct a statewide observational seat belt survey during June and July 2018 in accordance with NHTSA guidelines.
- Host Governor's Occupant Protection Awards ceremony. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- Educate parents, childcare workers, emergency personnel and others about how to correctly install child safety seats and ensure that all child passengers are properly restrained. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- Section 405B funds will not be used to purchase car seats this planning year.

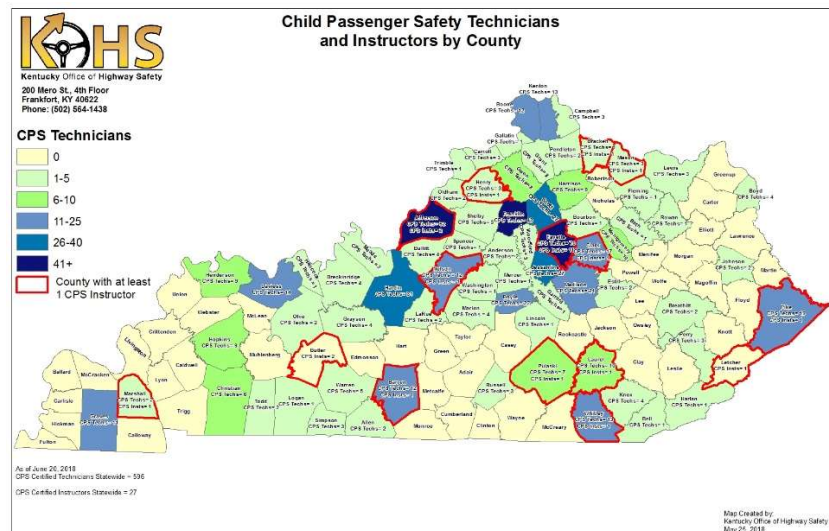
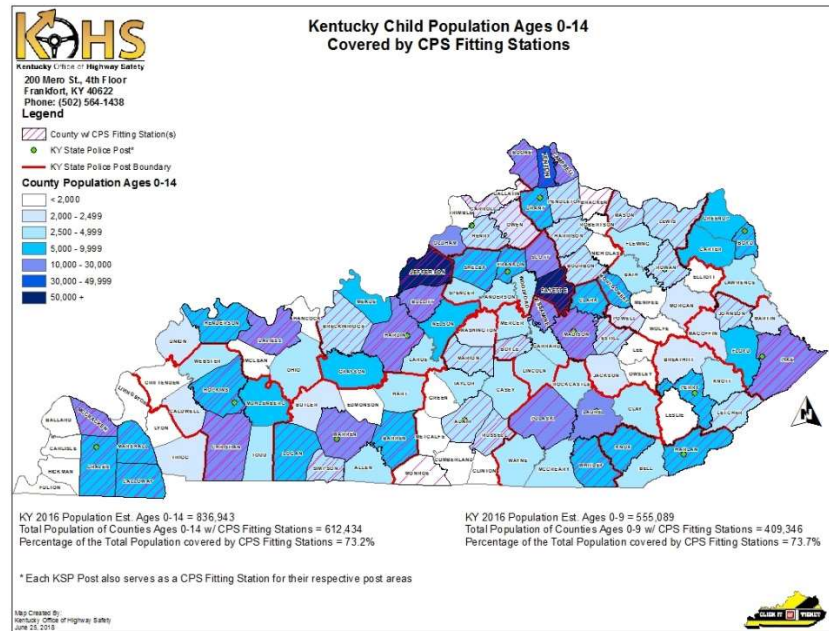
OCCUPANT PROTECTION TASKFORCE

The Governors Executive Committee on Highway Safety maintains the Kentucky Occupant Protection Taskforce (KOPTF) as a collaborative effort of several agencies, departments and non-governmental entities addressing the challenges and opportunities to reduce the rate and severity of fatalities and injuries relating to occupant protection.

The list below denotes the member's names and agency they represent on the KOPTF:

Occupant Protection Task Force	
Name	Agency
<i>Bob Criswell</i>	<i>KOHS; Eastern KY Law Enforcement Liaison</i>
<i>Holly Crosthwaite</i>	<i>KOHS, Internal Policy Analyst II</i>
<i>Jeffrey Daniel</i>	<i>KOHS, Program Coordinator</i>
<i>Nathan Dean</i>	<i>KOHS, Data Analyst</i>
<i>Greg Dennison</i>	<i>KOHS; Western KY Law Enforcement Liaison</i>
<i>Troy Dye</i>	<i>KOHS; Northern KY Law Enforcement Liaison</i>
<i>Erin Eggen</i>	<i>KOHS; Grants Administrator</i>
<i>Brad Franklin</i>	<i>KOHS; Safety Education Branch Manager</i>
<i>Bill Naff</i>	<i>NHTSA; Region 3 Administrator</i>
<i>Dr. Noelle Hunter</i>	<i>KOHS; Executive Director</i>
<i>Leslie Kennedy</i>	<i>KOHS; Financial Manager</i>
<i>Cheryl Parker</i>	<i>AAA; N. KY Director of Public and Govt Affairs</i>
<i>Michael Poynter</i>	<i>KY Emergency Medical Services, Director</i>
<i>Sharon Rengers</i>	<i>Kosair Children's Hospital; RN/Child Advocacy Mgr.</i>
<i>Major Travis Ellis</i>	<i>Frankfort PD; Support Services Commander</i>
<i>Barbara Schulte</i>	<i>KOHS; Administrative Specialist III</i>
<i>Michael Schwendau</i>	<i>KOHS; Assistant Director</i>
<i>Dr. Michael Singleton</i>	<i>UK KTC, KIPRC; Assistant Professor</i>
<i>Lt. Scott Lawson</i>	<i>Bardstown Fire Department</i>
<i>Tom Lockridge</i>	<i>Attorney General's Office; TRSP</i>
<i>Capt. Tristan Truesdell</i>	<i>KSP; Commercial Vehicle Enforcement Captain</i>
<i>Major P. Burnett</i>	<i>KSP; East Troop Commander; Op. Division</i>

CPS Fitting Stations and Training Calendar



There are currently 76 fitting stations in Kentucky through partnerships and grants to form an active network of child restraint inspection stations that are staffed by nationally certified CPS technicians during posted working hours. Kentucky has 120 counties, of which KOHS supports and each of the KSP/CVE post serve 16 post regions to encompass all 120 counties for availability and serves 73.7% of the state's population.

Child Restraint Inspection Stations	Address	City	Contact Number	Schedule of Availability
AAA	321 Whittington Parkway	Louisville	502-779-3610	By Appointment Only
Ashland Police Department	201 17th Street	Ashland	606-327-2020	By Appointment Only
Bardstown Fire Department	220 N 5th Street	Bardstown	502-349-6562	Appointments preferred
Bracken County Health Department	429 Frankfort Street	Brooksville	606-735-2157	By Appointment Only
Breckenridge Health Department	220 S Hardin	Hardinsburg	270-756-5040	By Appointment Only
Buffalo Trace District Health Department	130 E 2nd Street	Maysville	606-564-9447 X134	By Appointment Only - Monday-Friday: 8am-3pm
Corbin Fire Department	805 S Main Street	Corbin	606-523-6509	
Crescent Springs/Villa Hills Fire & EMS	777 Overlook Dr	Crescent Springs	859-341-3841	By Appointment Only
Cumberland Valley Area Development District	342 Old Whitley Road	London	606-682-8743	By Appointment Only
Cynthiana Fire Department	104 E Pleasant St	Cynthiana	859-234-7150	By Appointment Only
Danville Fire Department	420 West Main St	Danville	859-238-1211	Monday-Friday: 9am-5pm Drop in or by appointment
Department of Highways	1660 South Hwy 27	Somerset	606-677-4017	By Appointment Only
Elizabethtown Fire Department	380 Ring Rd	Elizabethtown	270-765-2121	By Appointment Only
Elizabethtown Police Department	300 S Mulberry St	Elizabethtown	270-765-4125	By Appointment Only
Elsmere Fire Department	401 Garvey Ave	Elsmere	859-342-7505	By Appointment Only
Estill County Health Department	365 River Dr	Irvine	606-723-5181	By Appointment Only - Mon: 8am-6pm, Tues-Thurs: 8am- 4pm, Friday: 8am-12pm
Family Health Center	2115 Portland Ave	Louisville	502-772-8588	By Appointment Only - Monday-Friday
Family Health Center	834 E Broadway	Louisville	502-569-2980	By Appointment Only - Monday-Friday
Florence Fire/EMS	1152 Weaver Road	Florence	859-647-5600	By Appointment Only
Fort Campbell DES	6254 Desert Storm Ave	Fort Campbell	931-980-6304	By Appointment Only
Fort Mitchell Fire Department	2355 Dixie Hwy	Fort Mitchell	859-331-1267	By Appointment Only
Franklin County Health Department	100 Gleens Creek Rd	Frankfort	502-564-7647 X1	By Appointment Only
Franklin Police	100 South Court Street	Franklin	270-586-7167	By Appointment Only
Georgetown Fire Department	101 Airport Road	Georgetown	502-863-7831	By Appointment Only
Glasgow Police Departemtn	101 Pin Oak Drive	Glasgow	270-651-6165	By Appointment Only - Monday-Friday: 8am-4pm
Grayson County Health Department	124 e White Oak St	Leitchfield	270-287-3205	By Appointment Only
Henderson Fire Department	332 Washington Street	Henderson	270-831-1270	By Appointment Only
Hopkinsville Fire Department	116 W 1st Street	Hopkinsville	270-890-1400	By Appointment Only
Immanuel Baptist Church	3100 Bates Creek Rd	Lexington	859-323-1153	By Appointment Only
Independence Fire District I	1980 Delaware Crossing	Independence	859-363-0434	By Appointment Only - Monday-Friday: 8am-5pm
Jeffersontown Police Dept	10410 Taylorsville Rd	Louisville	502-267-0503	By Appointment Only
Johnson County Health Department	630 James Trimble Blvd	Paintsville	606-789-2584	By Appointment Only
Knox County Health Department	261 Hospital Dr	Barbourville	606-546-3486	By Appointment Only
KY State Police	1250 Louisville Rd	Frankfort	502-227-2221	By Appointment Only
KY State Police	8298 Keach Dr	Henderson	270-826-3312	By Appointment Only
KY State Police	160 Citation Lane	Campbellsburg	502-532-6363	By Appointment Only

KY State Police	11 State Police Rd	London	606-876-6622	By Appointment Only
KY State Police	699 Eastern Bypass	Richmond	606-783-9542	By Appointment Only
KY State Police	109 Lorraine Street	Pikeville	606-433-7791	By Appointment Only
KY Transportation Cabinet-Dept of Hwys	8310 Westport Rd	Louisville	502-210-5402	By Appointment Only
Lake Cumberland District Health Department	Dr	Jamestown	270-343-2181	By Appointment Only
Lakeside Park/Crestview Hills Police	40 Towne Center Blvd	Crestview Hills	859-331-5368	By Appointment Only
Leitchfield Police Department	117 S Main St	Leitchfield	270-259-3850	By Appointment Only
Lewis County Health Department	185 Commercial Drive	Vanceburg	606-796-2632	By Appointment Only
Lexington Fire Department	219 E 3rd Street	Lexington	859-455-7328	By Appointment Only
Lincoln County Health Department	44 Health Way	Stanford	606-365-3106	By Appointment Only
Lincoln Trail Distric Health Dept	108 New Gkendale Road	Elizabethtown	270-769-1601	By Appointment Only
Madison Coutny Health Department	1001 Ace Dr	Berea	859-228-2044	By Appointment Only
Madisonville Fire Department	98 E Center Street	Hokinsville	270-824-2148	By Appointment Only
Marshall County Health Department	265 Slickback Rd	Benton	270-252-2725	By Appointment Only
				By Appointment Only - Monday-Friday: 8:30am- 4:30pm
Mayfield Fire Department	104 North 6th Street	Mayfield	270-251-6240	
Maysville Fire Department	203 E 3rd Street	Maysville	606-564-9411	By Appointment Only
Montgomery County Fire/EMS	805 Indian Mound Dr	Mt Sterling	859-498-1318	Monday-Friday: 8am-4pm
Mt Washington Fire Department	772 N Bardstown Road	Mt Washington	502-538-4222	By Appointment Only
Nicholasville Fire Department	1022 S Main Street	Nicholasville	859-885-5505	By Appointment Only
Norton Children's Hospital	315 E Broadway	Louisville	502-629-7244	By Appointment Only
Norton Children's Medical Associates	150 Frankfort Rd	Shelbyville	502-629-7244	By Appointment Only
Norton Children's Medical Center	4910 Chamberlain Lane	Louisville	502-446-5370	By Appointment Only
Norton Women & Children's Hospital	4001 Dutchman's Lane	Louisville	502-629-7244	By Appointment Only
Owensboro Health	1201 Pleasant Valley	Owensboro	270-688-4878	By Appointment Only
Owensboro Police Department	222 E 9th Street	Owensboro	270-993-0818	By Appointment Only
Pike County Health Department	119 River Drive	Pikeville	606-437-5500	By Appointment Only
Pikeville City Police	101 Division Street	Pikeville	606-437-5111	By Appointment Only
Pikeville Fire Department	104 Chole Road	Pikeville	606-437-5125	By Appointment Only
Radcliff Fire Department	604 S Wilson Road	Radcliff	270-351-1975	Appointments preferred
Radcliff Police Department	220 Freedoms Way	Radcliff	270-351-4470	By Appointment Only
Richmond Fire Department	200 N Madison Ave	Richmond	859-623-1164	By Appointment Only
Richmond Police Department	1721 Lexington Road	Richmond	859-623-1162	By Appointment Only
Shelby County Fire Departemnt	200 Alpine Drive	Shelbyville	502-633-6648	By Appointment Only
Somerset-Pulaski County EMS	301 Hail Knob Road	Somerset	606-679-6388	By Appointment Only
Todd County Health Department	205 East McReynolds Dr	Elkton	270-265-2362	By Appointment Only
Ujima Neighborhood Place	3610 Bohne Ave	Louisville	502-629-7244	By Appointment Only
Union Fire District	9611 US Hwy 42	Union	859-384-3342	Appointments preferred
Versailles Fire Department	131 S Locust St	Versailles	859-873-5829	By Appointment Only
Wilder Fire Department	402 Licking Pike	Wilder	859-431-1440	By Appointment Only
Winchester Fire Department	44 N maple Street	Winchester	859-744-1587	By Appointment Only

In addition, KOHS assists in coordinating efforts with Safe Kids and Norton Children's Hospital for Car Seat Certification training. Those individuals interested in becoming certified technicians or maintaining their certification are encouraged to attend training classes in their region or attend the annual CPS Summit. The Kentucky Office of Highway Safety has recently hired a Child Passenger Safety Liaison to coordinate the regional trainings throughout the state.

The KOHS will maintain a plan to recruit and retain child passenger technicians for the ongoing support of the CPS program for the Commonwealth of Kentucky:

- Market information on how and where to find available training classes to Safe Kids Chapter/Coalition Coordinators, CPS Coalition, and Kentucky CPS Instructors
- Identify and obtain funding to offer low-cost or free CPS training courses
- Target training toward bi-lingual people, retailers, law enforcement, hospital staff, health departments and counties with a low level of certified technicians
- KOHS will promote CPS training to law enforcement agencies through Law Enforcement Liaisons
- KOHS will offer in person training session to give CPSTs an opportunity to acquire all CEUs needed for recertification
- KOHS CPSTIs will travel to locations where groups of CPSTs can obtain seat check offs for recertification

Teen Driving Occupant Protection High Risk

Teen Driving high risk is denoted; by the number of teen driver crashes percentage against the total number of Kentucky's crashes, factoring in fatality indicators of unbelted and impaired (drugs and/or alcohol), number of teen driver crashes ages 16-19 against the teen population for each year. KOHS considers this group high risk due to the number of unbelted fatalities and the percentage of crashes for the age group being over 13% threshold.

Teen Driving Crashes				
	2014	2015	2016	2017
KY 15-19 Pop	284,753	286,795	287,950	287,950
TTL Teen Driver Crashes	18,288	19,729	20,605	20,200
KY Ttl Crahses	127,326	136,338	141,236	133,032
% Teen Crashes/KY Ttl Crashes	14.36%	14.47%	14.59%	15.18%
% of 15-19 Pop	6.42%	6.88%	7.16%	7.02%
Teen Fatal Crashes	23	20	26	30
% Unbelted Fatality Teen Driver	57%	30%	27%	37%
Unbelted Teen Driver	13	6	7	11

KOHS will employ the following strategies towards the reduction and increased awareness of the fatality rate of teen drivers:

- Development and implementation of the Checkpoints Teen Driver Program in partnership with the Kentucky Injury Prevention and Research Coalition. Piloting the program in two of the high risk counties this FY.
- Development and distribution of a Teen Driver and Parent Primer describing the regulations and rules for the Graduated Driver Licensing process and each parties roll in the process.
- Promotion of media materials via sports marketing, digital media channels in counties with high collision rates above the state average involving teenage drivers.
- School level education with the Education branch on Distracted Driving, Occupant Protection and Impaired Driving to the TOP 20 counties.
- Enforcement Saturation patrols for Occupant Protection and Speeding enforcement based on the TOP 40 counties.
- Participation in the CIOT and DSOGPO national enforcement periods with full year grants and half year grantees.

Rural Road Way Occupant Protection High Risk

Section 1112 of MAP-21 changed the definition of a “high risk rural road” in 23 USC 148(a)(1) to “any roadway functionally classified as a rural major or minor collector or a rural local road with significant safety risks, as defined by the State in accordance with the updated State strategic highway safety plan”. The definition of HRRR in FAST Act is still limited to the same functional classifications under MAP-21. Roads with “significant safety risks”, will become roadways designated as HRRR’s. The HRRR program, also established a Special Rule for high risk rural road safety under 23 USC 148(g). This rule was continued with the Fixing America’s Surface Transportation Act (FAST Act) and requires a State to obligate a certain amount of funds on HRRRs if the fatality rate on its rural roads increases.

To determine what a “significant safety risk” is, the state developed its own methodology and identified it per FACT Act and FHWA guidance as targeted roadways that have crash rates of fatalities and serious injuries that exceed the statewide average, or will have an increase in traffic volume likely to create a crash rate above the average on rural major, minor, local and collectors.

Rather than being dependent on the forecast rating based on crashes per million VMT. KYTC with guidance from the KOHS and HSIP offices and for the purposes of meeting the requirements to define HRRR in Kentucky as:

Any roadway functionally classified as a rural major collector, rural minor collector, or rural local road, and within the most recent five year time period of available crash data has had at least X crashes resulting in fatalities (K) or incapacitating injures (A); or has had one serious injury crash within a Y mile long segment of such roadway class:

Where:

X = 1

Y = 1/R

R = Statewide average frequency of K+A crashes per mile of such roadways over a 5 year period

For the purposes of meeting the guidance from FHWA and in support of the Commonwealth of Kentucky’s SHSP. This definition will be adopted as the HRRR definition for use by the HSIP group when reviewing HRRR crashes and project development.

Based on this definition, Kentucky’s fatality rate based on rural vs. urban environments:

Environment	2012	2013	2014	2015	2016	% of Total Crashes
Rural	447	352	373	411	400	55%
Urban	299	286	299	350	363	45%
Total	746	638	672	761	763	
Rural Crashes	45,223	44,966	46,307	48,515	49,833	36%
Urban Crashes	76,621	78,292	81,019	87,823	90,714	64%
KY Total Crashes	121,844	123,258	127,326	136,338	140,547	

KOHS has select High Risk Rural Roads due to the over representation of fatal crash rate against the total crash number.

KOHS will employ the following strategies:

- Participation in the national CIOT and DSPGPO enforcement periods.
 - Funding of Occupant Protection grants in full year and 6 month grants in designated counties.
 - Funding of Saturation patrols along designed corridors of high crash rate as designated by the HSIP group in the KY Transportation Operations Division.
 - Local Hero's Media campaigns with a specific focus on seat belt usage in the designated counties.
- Media emphasis on Occupant Protection and Impaired Driving in the TOP 40 counties based on DUI Crash and OP Crash rates.

Night Time Occupant Protection Enforcement

Time of Day	2012	2013	2014	2015	2016	% of Crashes
Day	416	354	340	375	460	58%
Night	274	234	269	321	296	42%
Total	690	588	609	696	756	
Fatal Unbelted						% of Crashes
Day	134	110	112	109	109	53%
Night	113	85	100	109	109	47%
Total	247	195	212	218	218	
KY All Crashes						% of Crashes
Day	89,402	87,308	88,999	96,524	100,419	71%
Night	34,577	34,978	37,128	38,506	40,128	29%
Total	123,979	122,286	126,127	135,030	140,547	

The overall nighttime occupant protection is of a concern due to the number of fatal accidents that occur at night time are over represented by nighttime fatalities and that a large percentage on average occur on road class designated as High Risk Rural Roads as cited in the Kentucky Strategic Highway Safety Plan.

Strategies that will be used to reduce the number or rate of fatalities or serious injuries for night time occupant protection are:

- Requirement of all 405B grantees to utilize 50% of funds for night time OP saturation patrols from 3pm until 3am.
- Participation in the NHTSA CIOT national enforcement campaign.
- Develop focused enforcement corridors where the crash rate with no seatbelt use is higher than roadways of similar classification based on state average.
- Increase behavioral norming messages and media delivery in off enforcement periods.

OCCUPANT PROTECTION PROJECTS

Project Number: M2HVE-2019-00-00-01 through M2HVE-2019-00-00-13

Project Title: Local Law Enforcement Occupant Protection Programs

Description: These grants will allow 17 local agencies to work overtime enforcement focusing on occupant protection in the following counties: Ballard, Barren, Bullitt, Crittenden, Fayette, Harrison, Madison, Muhlenberg, Oldham, Perry, Pike, Pulaski, and Woodford. In addition to funds for overtime salaries/benefits and fuel costs, grant budgets will include funding for equipment that is needed in order to reach grant goals.

According to NHTSA's *Countermeasures that Work*, 7th edition, sustained enforcement programs focused on seat belt use laws have a 3-star effectiveness rating. Short-term, high visibility belt enforcement periods such as *Click it or Ticket* merit 5-stars. A combination of publicized short-term enforcement and nighttime enforcement is rated 4 stars. KOHS law enforcement grantees are required to engage in all of the above strategies. Grant contracts specify that at least 50% of overtime enforcement hours must be during nighttime hours (1500 – 0300). As described in Part A of this document, KOHS ensures effective and proper implementation of all enforcement activities through careful project selection and monitoring.

Budget: \$206,400.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2019-00-00-14

Project Title: Kentucky Transportation Center Seat Belt Usage Surveys

Description: Researchers will conduct observational surveys at selected sites in a sample of counties using a NHTSA-approved methodology. Observations will be conducted in the early summer of 2019 beginning immediately after the *Click it or Ticket* campaign. Data will be used to calculate an average statewide seat belt usage rate for all front seat occupants. Complete results of the survey will be published in a summary report.

Budget: \$80,450.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2019-00-00-15

Project Title: Bracken County Health Department

Description: This grant to the health department will utilize funding to conduct child safety seat checkups, instruct and certify new CPS technicians in the far northern part of the state, and to distribute child safety seats to the public if they are not able to afford them. The NHTSA's 7th edition of *Countermeasures That Work* gives child restraint distribution programs a 2-star

effectiveness rating. The project director plans to provide occupant protection education to school children and to the general public by conducting programs such as Ghost Outs, Mock Crash/Trials, D-2 simulators, and Rollover Simulators which according to NHTSA's 7th edition of *Countermeasures That Work* handbook has an effectiveness rating of 3 stars.

Budget: \$7,400.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2019-00-00-16

Project Title: Cumberland Valley Area Development District Occupant Protection

Description: This project will address child passenger safety and low seat belt usage among teens in an eight-county area in southeastern Kentucky (Bell, Clay, Harlan, Jackson, Knox, Laurel, Rockcastle and Whitley counties). The grant will fund partial salary and travel expenses for the project director to provide CPS technical assistance at public check-up events and to instruct/co-instruct the 32-hour CPS certification course to prospective CPS technicians. The project also includes conducting programs to improve low seat belt usage in high schools, with pre and post – intervention surveys used to measure progress.

According to the NHTSA publication, *Countermeasures that Work*, 7th edition, school programs to improve seat belt usage have a 3-star effectiveness rating, but enforcement is a key ingredient of programs even among school age children. Child restraint inspection stations and distribution programs have a 2 star rating, but are a required element for states to qualify for 405 funding. The grantee's program fills a need in this region of the state, where there are very few CPS instructors and a population under-served by CPS fitting resources.

Budget: \$28,000.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2019-00-00-17

Project Title: Madison County Health Department

Description: Coordinated by the Madison County Health Department, this project will continue to implement a long-standing program of traffic safety education in the community through programs and outreach at local schools and colleges, Health Department clinics, Madison County Safety City, and community events. The Health Department's safety education program director will head the Madison County Safety Coalition and will continue to collaborate with a number of civic, professional and educational organizations, law enforcement agencies, etc. to reach all segments of the population, emphasizing the following areas: seat belt and proper child passenger restraint usage, impaired driving, distracted driving, bicycle/pedestrian safety and motorcycle safety. The project includes gathering local seat belt usage and child seating position data through observational surveys and maintaining CPS fitting stations at health department clinics in Berea and Richmond. Grant will primarily fund salaries/benefits and training for members of the safety education team. The main strategies encompassed by this project are rated as follows, according to the NHTSA publication, *Countermeasures that Work*, 7th edition:

- School programs to improve seat belt usage: 3 stars (enforcement is a key ingredient)
- Child restraint inspection stations: 2 stars; however a network of such stations is a required component for states to qualify for Section 405 funding
- Bicycle education: 2 stars (education); 3 stars (rider conspicuity)
- Pedestrian safety: 3 stars (elementary age pedestrian training)
- Youth impaired driving programs: 2 stars

The applicant has collected their own data that show improvement in seat belt usage rates among high school students, as well as increased placement of elementary school children in rear seating positions following their interventions. Several of their other programs are recommended in NHTSA's guide for Safe Communities and guidelines published by the Prevention Institute.

Budget: \$45,800.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2019-00-00-18

Project Title: Marshall County Health Department

Description: This continuation grant to the health department will utilize funding to conduct child safety seat checkups, instruct and certify new CPS technicians in the far western part of the state, and to distribute child safety seats to the public if they are not able to afford them. The NHTSA's 7th edition of *Countermeasures That Work* gives child restraint distribution programs a 2-star effectiveness rating. The project director plans to provide occupant protection education to school children and to the general public by conducting programs such as Ghost Outs, Mock Crash/Trials, D-2 simulators, and Rollover Simulators which according to NHTSA's 7th edition of *Countermeasures That Work* handbook has an effectiveness rating of 3 stars.

Budget: \$31,500.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2019-00-00-19

Project Title: Norton Children's Hospital

Description: This continuation grant will provide partial funding for a Registered Nurse as a CPS specialist/instructor and a part-time Health Educator, who will both work from Norton Children's Hospital in Louisville to provide CPS instruction assistance throughout the state.

In the upcoming year, the CPS Specialist will partner with the hospital's regional trauma center to review medical records of children treated for injuries resulting from motor vehicle crashes. This data will be used to develop teaching priorities to address the latest child injury trends. Project staff will offer continuing education classes to Norton nursing staff and to CPS technicians statewide, as well as host car seat classes for parents of infants. The CPS Specialist will lead instruction for kindergarten students and their parents regarding booster seats to address a growing concern with injuries of 5-7 year olds. They will continue to provide three permanent fitting stations at Norton hospital facilities in Jefferson County and to provide assistance for the special needs car seat services for health agencies statewide. The grant will cover 50% of the time for the CPS coordinator, and a part-time salary for a CPS Educator, travel/training, child restraint checkup supplies and backless booster seats. According to the NHTSA publication, *Countermeasures that Work*, 7th edition, child restraint inspection stations and distribution programs have a 2 star rating. A network of such stations is a required component for Section 405 occupant protection eligibility.

Budget: \$47,300.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2019-00-00-20

Project Title: Child Passenger Safety (CPS) Workshop

Description: In 2019, KOHS is planning to hold a CPS Workshop. The workshop will offer a wide range of informational speakers with up to date information on child passenger safety. It will also provide an opportunity child passenger safety technicians to perform the required seat belt checks to maintain CPS certification. Grant funds will cover planning and coordination, conference facility rental, meals, speaker fees, etc.

Budget: \$5,000.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2019-00-00-21

Project Title: Kentucky State Police – Occupant Protection

Description: This project will fund overtime focused on seat belt enforcement during the months of October 2018, November 2018, March 2019 and July 2019. Special emphasis will be in the top 25 counties with the lowest seat belt usage and in areas where there are high numbers of fatal and injury crashes. The grant will also allow 50 troopers/CVE officers to become trained &

certified as Child Passenger Safety technicians through SAFE KIDS. As noted above, short-term, high visibility belt enforcement periods such as this are a 5-star-rated activity.

Budget: \$142,660.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2019-00-00-22

Project Title: Occupant Protection Coordinator

Description: This position serves as the single statewide resource person to assist the management staff, grants staff and education staff regarding the occupant protection (OP) and child passenger safety (CPS). The position responsibilities include long and short range program planning, grant development, budget development and oversight. They will provide technical assistance to the Kentucky Occupant Protection Taskforce (KOPTF), Kentucky Injury Prevention and Research Center Committee Chair, grantees, staff and law makers.

Budget: \$80,000.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2019-00-00-23

Project Title: Child Passenger Safety (CPS) Coordinator

Description: The main purpose of this position is to plan, implement and evaluate the activities of the Kentucky Safe Kids and serve as an expert on child passenger safety. These functions are directly related to the agency's mission to protect and promote health and prevent disease and injury. The coordinator will assist the Kentucky Office of Highway Safety (KOHS) and other health departments in conducting child safety seat checkups, instruct and certify new CPS technicians throughout the state, and to distribute child safety seats to the public if they are not able to afford them. The NHTSA's 7th edition of *Countermeasures That Work* gives child restraint distribution programs a 2-star effectiveness rating. The project director plans to provide occupant protection education to school children and to the general public by conducting programs such as Ghost Outs, Mock Crash/Trials, D-2 simulators, and Rollover Simulators which according to NHTSA's 7th edition of *Countermeasures That Work* handbook has an effectiveness rating of 3 stars.

Budget: \$80,000.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2019-00-00-24

Project Title: Occupant Protection Enforcement Awards

Description: The Kentucky Office of Highway Safety will continue an awards ceremony and luncheon to recognize law enforcement agencies and officers who have excelled in enforcing Kentucky seat belt laws. This includes event planning & coordination, facility rental, meals and plaques/awards). This recognition ceremony has proven to be effective in increasing police agency participation and motivation.

Budget: \$25,000.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2019-00-00-25

Project Title: Occupant Protection Paid Media

Description: These funds will be used to develop and run a highly targeted statewide occupant protection media campaign (Local Heroes) supporting the national *Click it or Ticket* campaign. Creative elements will feature law enforcement officers in (1) low seat belt usage rate counties, and/or (2) counties with an overrepresentation of unrestrained collisions, injuries or fatalities, and/or (3) residential counties of at-fault unrestrained drivers. The following media formats will be considered for reaching target audiences in each county: network and cable television, radio, digital/social media and out-of-home. As indicated in NHTSA's 8th edition of *Countermeasures That Work*, communications and outreach supporting enforcement are consistently demonstrated effective (5-star rating).

Budget: \$130,000.00 (NHTSA 405B MAP-21 funds/FAST Act)

POLICE TRAFFIC SERVICES

- To provide law enforcement agencies with the resources necessary to implement speed and other enforcement programs. This strategy is also one of our aggressive driving emphasis area strategies in our SHSP.
- To raise public awareness about the dangers and penalties for speeding through educational outreach activities and media opportunities. This strategy is also one of our aggressive driving emphasis area strategies in our SHSP.
- To coordinate a statewide summer enforcement campaign during the month of July focusing on speeding, impaired driving and occupant protection through saturation patrols, traffic safety checkpoints and media. This strategy is also one of our aggressive driving emphasis area strategies in our SHSP.
- To encourage all law enforcement agencies to follow established guidelines for vehicular pursuits issued by the IACP [(23 USC 402 (b) (1) (E)] during our regional workshops and through our LEL network.

POLICE TRAFFIC SERVICES PROJECTS

Project Number: PT-2019-00-00-01

Project Title: ARIDE/DRE State Coordinator Law Enforcement Liaison (LEL)

Project Title: Kentucky Association of Chiefs of Police—KSP / ARIDE

Description: This position will be responsible for statewide Advanced Roadside Impaired Driving Enforcement (ARIDE) training. The position also will serve as a field agent to KOHS, with responsibility for the entire state. Serves as a resource for all types of traffic safety information, promote & facilitate agency participation in national enforcement mobilizations and events sponsored by the Office of Highway Safety, assist in monitoring KSP grantees' performance, and help coordinate traffic safety-related activities. This grant includes personnel costs, travel/training expenses, equipment.

Budget: \$103,700.00 (NHTSA 402)

Project Number: PT-2019-00-00-02 through PT-2019-00-00-05

Project Title: Kentucky Association of Chiefs of Police—Northern, Eastern, Western, Central Law Enforcement Liaisons (LEL)

Description: These grants will fund four full-time LEL's to serve as a field agent to KOHS, with responsibility for designated counties within the Northern, Eastern, Western and Central regions of the state. Each LEL will continue to serve as a resource for all types of traffic safety information, promote & facilitate agency participation in national enforcement mobilizations and events sponsored by the Office of Highway Safety, assist in monitoring law enforcement agency grantees' performance, and help coordinate traffic safety-related activities between agencies. Each grant includes personnel costs, travel/training expenses and equipment.

Budget: \$472,151.51 (FAST Act 402)

Project Number: PT-2019-00-00-06

Project Title: Judicial Outreach Liaison (JOL)

Description: The duties of the Judicial Outreach Liaison (JOL) will include being a teacher, writer, community outreach advocate, consultant, liaison, reporter and spokesperson regarding impaired driving and other traffic issues for NHTSA. The JOL will work closely with NHTSA Judicial Fellows, NHTSA staff, ABA Judicial Division staff, and KOHS staff throughout the year to accomplish established goals that support NHTSA's impaired driving and other traffic safety activities. This grant includes personnel costs, travel/training expenses, equipment.

Budget: \$50,000.00 (FAST Act 402)

Project Number: PT-2019-00-00-07

Project Title: Part-time ARIDE Law Enforcement Liaison (LEL)

Project Title: Kentucky Association of Chiefs of Police—KSP/ARIDE

Description: This position will assist the ARIDE/DRE State Coordinator for statewide Advanced Roadside Impaired Driving Enforcement (ARIDE) training. The position also will serve as a field agent to the Kentucky Office of Highway Safety, with responsibility for the entire state. This grant includes personnel costs, travel/training expenses, equipment.

Budget: \$50,000.00 (FAST Act 402)

Project Number: PT-2019-00-00-08 through PT-2019-00-00-59

Project Title: Local Law Enforcement Police Traffic Services Programs

Description: These grants will allow 52 local agencies to work overtime enforcement focusing on speeding or multiple traffic safety issues in the following agencies:

Ashland Police Department	Johnson County Sheriff's Office
Barbourville Police Department	Kenton County Police Department
Benton Police Department	Knott County Sheriff's Office
Boone County Sheriff's Office	LaGrange Police Department
Calloway County Sheriff's Office	Lancaster Police Department
Campbell County Police Department	Larue County Sheriff's Office
Campbellsville Police Department	Lawrenceburg Police Department
Catlettsburg Police Department	Lexington Police Department
Cave City Police Department	London Police Department
Christian County Sheriff's Office	Louisville Metro Police Department
Clark County Sheriff's Office	Loyall Police Department
Covington Police Department	Lyon County Sheriff's Office
Danville Police Department	Madison County Sheriff's Office
Daviess County Sheriff's Office	Madisonville Police Department
Eddyville Police Department	Maysville Police Department
Edgewood Police Department	Mt Sterling Police Department
Erlanger Police Department	Newport Police Department
Flatwoods Police Department	Owensboro Police Department
Frankfort Police Department	Paducah Police Department
Ft Mitchell Police Department	Paris Police Department
Ft Thomas Police Department	Pineville Police Department
Georgetown Police Department	Prestonsburg Police Department
Graves County Sheriff's Office	Raceland Police Department
Grayson County Sheriff's Office	Somerset Police Department
Grayson Police Department	Warren County Sheriff's Office
Jackson Police Department	Williamsburg Police Department

The Kentucky State Police will cover all remaining areas of the state. In addition to funds for overtime salaries and benefits, many of these agencies will also receive funds for the purchase of traffic enforcement equipment (such as preliminary breath testing devices, in-car video cameras,

or radars). According to the NHTSA publication, *Countermeasures That Work*, 7th edition, high visibility enforcement campaigns targeted toward aggressive driving behaviors (including speeding) are rated with two stars, meaning their effectiveness is undetermined, though several cited studies have reported reductions in crashes or reductions in speeding or other violations through such programs. The publication notes that this type of campaign shows promising trends. In addition, “in car video equipment in patrol cars allows law enforcement to record aggressive driving actions and can enhance the ability to prosecute and convict offenders,” and “laser speed measuring equipment can provide more accurate and reliable evidence of speeding.” As described in Part A of this document, KOHS ensures effective and proper implementation of all enforcement activities through careful project selection and monitoring. Maps are provided to each law enforcement agency indicating the roadways of their city/county having the highest number of speed crashes. They are instructed to devote the majority of their overtime hours on these targeted roadways.

Budget: \$887,030.00 (FAST Act 402)

Project Number: PT-2019-00-00-60

Project Title: Kentucky State Police SPEED Selective Traffic Enforcement Program

Description: KSP will use a selective enforcement approach directed toward violations that contribute to fatality and serious injury crashes. Enforcement will be throughout the state, but with special emphasis on the top 40 counties. Enforcement will also be focused on roadways that have the highest number of speeding-related crashes, fatalities and injuries. This grant will pay for overtime enforcement, fuel costs, and new radars. See above entry for relevant information from *Countermeasures That Work*. KSP monitors the roadways having the highest number of speed crashes and targets those roadways during federal overtime. KOHS provides KSP a map indicating the counties where we have highway safety partners. We instruct KSP to increase their overtime hours in counties in the top 40 problem areas and in those counties where there are no local agencies participating in highway safety.

Budget: \$513,939.96 (FAST Act 402)

Project Number: PT-2019-00-00-61

Project Title: University of Kentucky – Kentucky Transportation Center - Crash Analysis

Description: The University of Kentucky Transportation Center will continue to analyze data from the statewide CRASH (Collision Report Analysis for Safer Highways) database to develop two publications that are widely used by highway safety professionals and researchers. *Analysis of Traffic Crash Data in Kentucky* is a compilation of five years of statewide and county crash data, organized into dozens of reference tables. *Kentucky Traffic Collision Facts* presents characteristics of crashes for the most recent year and includes information such as driver age and sex, contributing factors, restraint usage in crashes, and types of vehicles involved.

Budget: \$75,000.00 (FAST Act 402)

Project Number: PT-2019-00-00-62

Project Title: Frankfort Police Department Full-Time Officer

Description: This grant will allow the KOHS to fund full time officers focusing on occupant protection. Frankfort Police Department will concentrate efforts throughout the City of Frankfort targeting problem areas. In addition to funds for salaries/benefits and fuel costs, grant budgets will include funding for a vehicle and equipment needed to work.

Budget: \$135,000.00 (FAST Act 402)

Project Number: PT-2019-00-00-63

Project Title: Lifesavers Conference

Description: In 2019, Kentucky is planning to hold the National Lifesavers Conference. The conference will offer a wide range of sessions in the areas of engineering, education, enforcement, and emergency response. Grant funds will cover planning and coordination, conference facility rental, meals, speaker fees, etc.

Budget: \$100,000.00 (FAST Act 402)

Project Number: PT-2019-00-00-64

Project Title: KSP Advanced Collision Reconstruction

Description: The KSP Advanced Collision Reconstruction Program provides full service collision investigation and analysis throughout the commonwealth for agency personnel, in other requesting local law enforcement agency, as well as any prosecutor seeking assistance with any matter involving collisions. The program consist of Reconstructionist assigned to one of the 16 KSP Post throughout Kentucky that respond to serious collisions as they occur. This grant funds crash data retrieval software/hardware updates, CAD software updates and training for officers to make this project possible.

Budget: \$35,800.00 (FAST Act 402)

Project Number: PT-2019-00-HY-01

Project Title: Half Year grants to state and local law enforcement

Description: These grants will allow state and local agencies to work overtime enforcement focusing on occupant protection during the *Click It or Ticket* enforcement mobilization in May/June 2019 and impaired driving during *Drive Sober or Get Pulled Over* in August 2019 and December 2019. Kentucky State Police will cover remaining areas outside the selected agencies. Short-term, high visibility belt enforcement programs such as these for *Click it or Ticket* are designated a 5-star rating in the NHTSA publication, *Countermeasures That Work*, 7th edition. It also indicates that publicized saturation patrol and sobriety checkpoint programs have a 4-5 star effectiveness rating in deterring impaired driving.

Budget: \$300,000.00 (FAST Act 402)

Project Number: PM-2019-00-00-01

Project Title: High Visibility Enforcement/Speed Paid Media

Description: These funds will be used to develop and run a statewide awareness and enforcement campaign focused on improving driving habits, with an emphasis on speeding and seat belt use throughout the heavily-traveled summer months. The following media formats will be considered for reaching target audiences: radio, digital, social media, and special events to kick off the campaign and throughout the summer. According to the NHTSA publication, *Countermeasures That Work*, 8th edition, communication and outreach supporting enforcement for speeding/aggressive driving is a 3-star rated activity. As stated in the publication, “effective, high visibility communications and outreach are an essential part of successful speed and aggressive driving enforcement campaigns.” These funds will pay a portion of in-house contracts with the following organizations:

- University of Kentucky & Rupp Arena/JMI Sports Marketing
- University of Louisville & Louisville Arena/Learfield Sports Marketing
- Morehead State University
- Kentucky Sports Radio
- Tony & Dwight Show on WHAS
- iHeart media/Blue Lights Across the Bluegrass Safe Summer Driving Campaign
- Local Heroes seat belt awareness and enforcement

Budget: \$185,000.00 (FAST Act 402)

MOTORCYCLE SAFETY

- To use media to educate motorcyclists about the life saving benefits of wearing helmets and other protective equipment. This strategy is also one of our emphasis area strategies for motorcycles in our SHSP.
- To use media to increase motorists' awareness of the need to look out for motorcyclists and to "share the road" with motorcyclists. This strategy is one of our emphasis area strategies for motorcycles in our SHSP.

Motorcycle Fatalities by NOT single vehicle, Alcohol & Crashes

County	2014 Motorcycle Crashes	2014 Motorcycle Crashes - <u>NOT</u> Single Vehicle	2014 Motorcycle Fatalities	2014 Motorcycle Fatalities - Alcohol	2015 Motorcycle Crashes	2015 Motorcycle Crashes - <u>NOT</u> Single Vehicle	2015 Motorcycle Fatalities	2015 Motorcycle Fatalities - Alcohol	2016 Motorcycle Crashes	2016 Motorcycle Crashes - <u>NOT</u> Single Vehicle	2016 Motorcycle Fatalities	2016 Motorcycle Fatalities - Alcohol
JEFFERSON	299	220	8	0	329	228	12	2	328	255	18	2
FAYETTE	109	72	5	0	122	96	1	0	123	91	5	0
BOONE	74	34	0	0	57	26	0	0	63	33	3	2
HARDIN	53	30	4	0	42	25	3	0	62	32	3	0
KENTON	50	30	1	0	61	32	3	1	58	40	0	0
DAVISS	38	19	0	0	50	26	3	0	54	30	0	0
MCCRACKEN	37	24	3	0	40	24	3	1	47	33	3	0
WARREN	49	23	2	1	49	34	1	0	47	29	3	1
MADISON	42	26	1	0	38	21	3	1	37	16	3	1
CAMPBELL	34	16	1	0	38	20	2	0	33	17	4	0

CHRISTIAN	36	14	1	0	28	15	1	0	33	12	0	0
BULLITT	36	20	1	0	37	18	2	0	32	15	1	0
HENDERSON	21	11	0	0	23	12	0	0	26	15	4	0
PIKE	10	3	2	0	29	13	2	1	24	15	1	0
LAUREL	22	12	1	0	14	8	0	0	23	14	2	0
BOYD	18	9	0	0	20	10	1	0	20	12	1	0
JESSAMINE	20	12	0	0	15	5	0	0	20	11	1	0
FRANKLIN	13	6	0	0	12	7	0	0	19	9	0	0
GRAYSON	8	4	2	0	16	5	2	0	19	7	0	0
WHITLEY	21	11	1	0	19	9	1	0	19	7	1	0
BARREN	24	11	2	1	15	5	2	0	18	9	0	0
ROWAN	11	4	0	0	15	7	0	0	18	7	1	0
SCOTT	16	11	0	0	22	14	1	0	18	4	1	0
HOPKINS	13	8	0	0	18	5	2	0	17	9	1	0
MUHLenberg	10	3	0	0	11	7	0	0	17	10	2	0
OLDHAM	7	2	0	0	13	7	0	0	17	5	1	1
PERRY	9	6	0	0	7	4	0	0	16	9	2	0
GRANT	14	4	0	0	16	8	0	0	15	5	0	0
MARSHALL	14	8	1	0	16	8	4	0	15	6	0	0
NELSON	15	6	0	0	15	6	1	0	15	9	1	1
PULASKI	31	19	1	0	21	15	0	0	15	8	2	0
WOODFORD	9	4	0	0	12	4	1	1	15	7	0	0
BELL	6	3	0	0	13	4	0	0	14	5	0	0
CALLOWAY	11	7	2	0	19	9	1	0	13	7	1	0
FLOYD	7	3	0	0	13	7	2	1	13	3	0	0
HARLAN	9	3	0	0	7	4	1	0	13	4	2	1
SHELBY	19	7	0	0	20	9	0	0	13	5	0	0
BOURBON	10	5	1	0	9	3	0	0	12	8	1	0
CLARK	17	8	2	0	20	10	1	0	12	6	1	0
MONTGOMERY	8	4	0	0	3	3	0	0	12	6	0	0
GRAVES	18	7	1	0	16	5	2	2	11	2	1	0
HARRISON	7	3	0	0	4	1	0	0	11	5	0	0
KNOX	8	4	0	0	12	9	1	0	11	4	1	0
MARION	7	2	0	0	12	1	0	0	11	6	1	0
PENDLETON	7	2	0	0	5	0	0	0	11	2	0	0
TAYLOR	15	9	0	0	9	4	0	0	11	8	2	0
TRIGG	12	3	0	0	3	2	0	0	11	5	1	0
ANDERSON	4	2	0	0	2	1	0	0	10	4	1	1
OHIO	6	2	0	0	6	4	0	0	10	5	2	0
LAWRENCE	8	2	1	0	3	1	1	0	8	2	1	0
LYON	1	1	0	0	10	3	1	0	8	4	1	0
MEADE	10	8	2	1	8	2	4	2	8	4	2	1
MERCER	9	7	0	0	2	0	1	0	8	2	1	0
POWELL	6	2	2	0	12	3	0	0	8	3	1	0
UNION	4	1	0	0	4	1	0	0	8	4	2	1
BUTLER	5	1	0	0	4	1	0	0	7	3	2	0
CARTER	12	4	2	0	8	3	0	0	7	1	1	0
CRITTENDEN	6	3	1	0	5	2	2	0	7	3	0	0
GREENUP	6	3	0	0	8	3	1	0	7	0	1	0
HANCOCK	3	1	0	0	1	1	0	0	7	2	1	0
LETCHER	5	1	0	0	3	1	0	0	7	1	0	0
ROCKCASTLE	8	3	1	0	10	2	0	0	7	2	0	0
ALLEN	13	6	2	1	7	2	1	0	6	1	0	0
BOYLE	18	12	2	0	8	7	1	0	6	3	0	0
CALDWELL	6	3	1	0	10	1	1	0	6	4	0	0
GALLATIN	5	2	0	0	7	2	0	0	6	2	0	0
GARRARD	2	1	0	0	5	2	1	0	6	5	1	0
JOHNSON	3	1	0	0	5	3	0	0	6	2	1	0
LINCOLN	9	5	0	0	9	5	0	0	6	4	0	0
LOGAN	15	5	1	1	7	1	0	0	6	2	0	0
MASON	10	4	1	1	3	2	0	0	6	4	0	0
SPENCER	6	3	1	0	9	5	1	0	6	5	0	0
TODD	7	1	1	0	3	2	0	0	6	3	0	0
WAYNE	4	1	2	0	5	3	0	0	6	4	2	0
ADAIR	2	0	0	0	0	0	0	0	5	3	0	0
CASEY	3	0	0	0	4	3	2	0	5	3	1	0
CUMBERLAND	2	0	0	0	4	2	0	0	5	3	0	0
HART	5	1	0	0	5	1	0	0	5	2	1	1
HICKMAN	2	0	0	0	0	0	0	0	5	0	0	0
LARUE	2	1	0	0	4	1	0	0	5	4	1	0
MENIFEE	3	2	0	0	3	2	0	0	5	3	0	0
OWEN	3	2	0	0	5	3	0	0	5	3	0	0
WASHINGTON	3	2	0	0	4	0	0	0	5	3	0	0
WOLFE	1	1	0	0	4	1	1	0	5	1	0	0
BRACKEN	4	1	1	0	5	1	0	0	4	0	1	0
BREATHITT	8	5	3	0	6	6	1	0	4	4	0	0
BRECKINRIDGE	7	4	1	0	5	1	0	0	4	3	0	0
CLAY	12	5	1	0	12	2	0	0	4	0	0	0
ESTILL	0	0	0	0	9	5	0	0	4	2	0	0
JACKSON	4	2	0	0	8	2	1	0	4	1	0	0
METCALFE	5	1	0	0	4	1	0	0	4	1	1	0
MORGAN	2	1	0	0	1	0	0	0	4	3	1	0

RUSSELL	7	5	1	1	6	3	0	0	4	3	0	0
TRIMBLE	2	1	0	0	9	4	0	0	4	2	1	0
EDMONSON	3	1	0	0	2	0	0	0	3	1	0	0
ELLIOTT	0	0	0	0	1	0	0	0	3	1	0	0
FLEMING	2	1	0	0	2	2	0	0	3	2	0	0
KNOTT	8	3	0	0	6	3	0	0	3	1	0	0
LIVINGSTON	5	3	0	0	9	4	0	0	3	0	0	0
MAGOFFIN	1	0	0	0	5	0	1	0	3	2	1	0
MARTIN	2	1	1	0	0	0	0	0	3	1	0	0
MCLEAN	1	1	0	0	6	2	0	0	3	0	0	0
SIMPSON	10	2	0	0	10	6	2	0	3	2	1	0
WEBSTER	5	4	0	0	4	2	1	1	3	1	0	0
BALLARD	3	0	0	0	3	0	0	0	2	0	0	0
CARROLL	6	1	0	0	5	2	0	0	2	0	0	0
CLINTON	1	1	0	0	4	2	0	0	2	1	0	0
GREEN	3	2	0	0	2	1	0	0	2	0	0	0
HENRY	4	1	0	0	6	2	1	0	2	0	1	1
NICHOLAS	0	0	0	0	4	1	0	0	2	1	0	0
OWSLEY	2	1	1	0	3	1	2	1	2	1	0	0
BATH	2	1	1	0	4	2	0	0	1	0	0	0
FULTON	2	1	0	0	2	1	0	0	1	1	0	0
LESLIE	0	0	0	0	2	1	1	0	1	1	0	0
LEWIS	0	0	0	0	1	0	0	0	1	1	0	0
MCCREARY	2	1	0	0	5	3	0	0	1	1	0	0
MONROE	0	0	0	0	3	1	0	0	1	0	0	0
ROBERTSON	1	0	0	0	1	1	0	0	1	0	0	0
CARLISLE	4	1	0	0	2	1	0	0	0	0	0	0
LEE	1	0	0	0	0	0	0	0	0	0	0	0
Top 40 County based upon 2014-16 motorcycle crash data												

MOTORCYCLE SAFETY PROJECTS

Project Number: M9MA-2019-00-00-01

Project Title: Motorcycle Safety Paid Media (Share The Road)

Description: These funds will be used to purchase radio and digital media to alert drivers to watch for motorcycles and educate on how to safely share the road. Public awareness will be concentrated in high-risk motorcycle crash areas across the state. This project supports the goals and strategies within the Motorcycle emphasis area of our Strategic Highway Safety Plan (SHSP).

Budget: \$60,000 (NHTSA 405F MAP-21 Funds/FAST Act)

Project Number: MC-2019-00-00-01

Project Title: Motorcycle Safety Awareness of Protective Equipment

Description: These funds will be used to purchase radio and digital media to promote helmet usage and protective equipment. Public awareness will be concentrated in high-risk motorcycle crash areas across the state. This project supports the goals and strategies within the Motorcycle emphasis area of our Strategic Highway Safety Plan (SHSP).

Budget: \$85,000 (NHTSA 402)



Justice and Public Safety Cabinet

Matthew G. Devin

Governor

125 Holmes Street

Frankfort, Kentucky 40601

(502) 564-7554

(502) 564-4840 (fax)

John C. Tilley

Secretary

May 29, 2018

Michael Schwendau

Office of Highway Safety; Assistant Director

200 Mero Street

Frankfort, KY 40622

Mr. Schwendau,

Please be advised that KRS 15A.35B specifically states: motorcycle licensing fees received must be deposited into the Motorcycle Safety Education Program Fund; the use of these funds is restricted to motorcycle safety education; interest in the fund is maintained in the fund; and, funds are appropriated for this purpose. In addition, the Justice and Public Safety Cabinet's biennial budget appropriation reflects this expense as a line item for this purpose.

The current rider education program has approved, through a new series of RFPs, the Motorcycle Safety Foundation (MSF) and Total Control Training curricula programs to be used in the state. At this time, we have eight approved site providers and are looking to add more sites after this transition to a new administrative system. The current approved sites are located at:

- Kenton Co. – Balance Dynamics – Walton, KY
- Fayette Co. – Man-War Harley Davidson – Lexington, KY
- Laurel Co. – Wildcat Harley Davidson – London, KY
- Knott Co. – Sync Training – Hindman, KY
- Jefferson Co. – Bluegrass Harley Davidson – Louisville, KY
- Jefferson Co. – Kentuckiana Motorsports dba Derby City – Louisville, KY
- Jefferson Co. – Kentucky Driving School – Louisville, KY
- Warren Co. – Bowling Green Harley Davidson – Bowling Green, KY

If you have any further questions regarding the program, please feel free to reach out to my office at any time.

Sincerely,

KY Motorcycle Education Coordinator

Jay.Huber@ky.gov

502-564-1568

Department of Justice and Training letter for use of KY restricted funds



JUSTICE AND PUBLIC SAFETY CABINET

Matthew G. Bevin
Governor

125 Holmes Street
Frankfort, Kentucky 40601
(502) 564-7554
(502) 564-4840 (fax)

John C. Tilley
Secretary

June 8, 2018

Michael Schwendau Assistant Director
Office of Highway Safety
500 Mero Street Frankfort, KY
40622

Mr. Schwendau,

Please be advised that KRS 15a.358 specifically states: motorcycle licensing fees received must be deposited into the Motorcycle Safety Education Program Fund; the use of these funds is restricted to motorcycle safety education; interest earned by the fund is maintained in the fund; and funds are appropriated for this purpose. In addition, the Justice and Public Safety Cabinet biennial budget appropriation reflects this expense as a line item for this purpose.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brad Holajter".

Brad Holajter
Executive Director Justice and Public Safety Cabinet

DISTRACTED DRIVING

- To use media to educate drivers and motorcyclists about the dangers and consequences of driving or riding while distracted by use of handheld communication devices, inattention to the current surroundings or other activities that remove the drivers attention away from the activity of driving.
- KOHS will issue enforcement grants that have a high crash rate above the state average based on the TOP 40 counties methodology. These grants will be issued as mini grants throughout the year.

Distracted Driving Projects

Project Number: FESX-2019-00-00-01

Project Title: Distracted Driving Paid Media

Description: These funds will be used to develop a radio and digital campaign coinciding with Distracted Driving Awareness Month in April. In addition, advertising will be purchased through paid media to sustain the message. These funds will pay a portion of in-house contracts with the following organizations:

- University of Kentucky/JMI Sports Marketing
- University of Louisville/Learfield Sports Marketing
- Morehead State University
- Tony & Dwight Show on WHAS
- iHeart media/Blue Lights Across the Bluegrass Safe Summer Driving Campaign

Budget: \$130,000.00 (NHTSA 405E FAST Act)

STATE TRAFFIC SAFETY RECORDS & INFORMATION SYSTEM IMPROVEMENTS

The new Kentucky Traffic Records Strategic Plan was finalized and set in place on June 30, 2017. This new document, and project, was conducted as part of the Assessment Program for Kentucky Traffic Records grant through the KY Transportation Center (KTC) with the University of Kentucky Research Foundation.

The Kentucky Traffic Records Assessment was conducted between March and June of 2017, with the final report delivered on June 16th and the report out on June 26th, 2017. Any recommendations/considerations as a result of this Traffic Records Assessment will be incorporated into the new strategic plan as soon as possible. If strategies have not yet been developed to meet a particular recommendation/goal, Kentucky realizes its importance, and will identify partners best suited to assist in addressing each recommendation to develop the appropriate plan of action.

KTRAC (TRCC) Membership:

Christopher VanBrackel

Officer

Lexington-Fayette Police Department

Database – Crash, Citation/Adjudication

Drew Chandler

Database Administrator

Kentucky Board of Emergency Medical Services

Database – EMS/Injury Surveillance

Steve Ross

Branch Manager
KY Transportation Cabinet
Division of Planning
Database – Roadway

Paul Ross

IT Analyst
UK, KY Transportation Center
Database – Roadway, Crash

Brent Sweger

Engineer, Division of Highway Design
KY Transportation Cabinet
Database – Roadway, Crash

Carla Crane

Executive Advisor
KY Office of Health & Data Analytics
Database – EMS/Injury Surveillance

Chad Shive

Engineer, Division of Maintenance
KY Transportation Cabinet
Database – Roadway, Crash

David Holland

Sergeant
KY State Police, Criminal ID and Records
Database – Crash, Citation/Adjudication

Eric Green

Research Engineer
UK, KY Transportation Center
Database – Crash, Roadway

Shiann Sharpe

Branch Manager
Kentucky State Police
Database – Crash, Citation/Adjudication

Jamie Fiepke

President/CEO
KY Motor Transport Association
Database – Vehicle

Elizabeth Lucas

Director, Implementation & Court Services

Andy Rush

Transportation Planner
Louisville Metropolitan Planning Organization
Database – Crash, Roadway

Matthew Cole

Director, Driver Licensing Division
KY Transportation Cabinet
Database – Driver

Mike Hindman

Lieutenant
KY State Police, Criminal ID and Records
Database – Crash, Citation/Adjudication

Chadwick Mills

Captain -Crash Reconstructionist
KY State Police, Operations Division
Database – Crash, Citation/Adjudication

Chandra Venettozzi

Healthcare Data Administrator
KY Office of Health Policy
Database – EMS/Injury Surveillance

Ed Harding

Systems Consultant IT
KY Transportation Cabinet,
Enterprise Data Services Branch
Database – Crash, Roadway, Vehicle, Driver

Daniel Sturtevant

Research and Statistics Manager
KY Administrative Office of the Courts
Database – Citation/Adjudication

Godwin Onodu

Assistant Director, Division of Motor Vehicles
KY Transportation Cabinet
Database – Vehicle

Mike Vaughn

Engineer, Division of Traffic Operations
KY Transportation Cabinet
Database – Crash, Roadway

Tracy Lovell

Engineer, Division of Traffic Operations

KY Administrative Office of the Courts
Database – Citation/Adjudication

Larry Newton

Captain/Commander
KY State Police, Criminal ID and Records
Database – Crash, Citation/Adjudication

Jon Totty

Engineer
Palmer Engineering
Database – Roadway, Crash

Keith Dotson

Division of Planning
KY Transportation Cabinet
Database – Roadway

Ken Agent

Research Engineer
UK, KY Transportation Center
Database – Crash, Roadway

Peter Rock

Research/Data Coordinator
UK, Injury Prevention & Research Center
Database – EMS/Injury Surveillance

Michael Singleton

State Injury Surveillance Coordinator
UK, KY Injury Prevention & Research Center
Database – EMS/Injury Surveillance

Linda Goodman

Division Administrator
Federal Motor Carrier Safety Association
Database – Vehicle

Ben Blandford

Research Engineer
UK, KY Transportation Center
Database – Crash, Roadway

Rick Taylor

Special Assistant, Division of Motor Carriers
KY Transportation Cabinet
Database – Vehicle

Srinivasa Gutti

Engineer, Division of Planning

KY Transportation Cabinet
Database – Crash, Roadway

John Smoot

Federal Program Coordinator
KY State Police, Commercial Veh. Enforcement
Database – Crash, Citation/Adjudication

Julia Costich

Professor/Associate Director
UK, Injury Prevention & Research Center
Database – EMS/Injury Surveillance

Chris Blackden

Research Scientist
UK, KY Transportation Center
Database – Crash, Roadway

Jennifer Edwards

Administrative Services Supervisor
Bowling Green Police Department Records
Database – Crash, Citation/Adjudication

Michael Neal

Branch Manager, Division of Driver Licensing
KY Transportation Cabinet
Database – Driver

Nathan Dean

Traffic Records Coordinator, Highway Safety
KY Transportation Cabinet
Database – Crash

Stephanie Williams

Director, Division of Vehicle Registration
KY Transportation Cabinet
Database – Vehicle

Reginald Souleyrette

Professor/Research Engineer
UK, KY Transportation Center
Database – Crash, Roadway

Ryan Tenges

Safety Engineer
Federal Highway Administration
Database – Roadway, Crash

Terry Bunn

Director

KY Transportation Cabinet
Database – Roadway

Timothy Cleary

Officer
Elizabethtown Police Department
Crash, Citation/Adjudication

Samantha Wright

Civil Engineer
UK, Department of Civil Engineering
Database – Crash, Roadway

Len O'Connell

Research Investigator
UK, KY Transportation Center
Database – Roadway, Crash

Ryan Fisher

Branch Manager, Highway Safety
KY Transportation Cabinet
Database – Crash

Monica Robertson

Data Coordinator
Kentucky Board of Emergency Medical Services
Database – EMS/Injury Surveillance

UK, KY Injury Prevention & Research Center
Database – EMS/Injury Surveillance

Jeff Hackbart

Safety Circuit Rider
UK, KY Transportation Center
Database – Roadway, Crash

Tony Young

Highway Safety Specialist
Federal Highway Administration
Database – Crash

Michael Schwendau

Assistant Director, Highway Safety
KY Transportation Cabinet
Database – Crash

Matt McCoy

Program Manager, Highway Safety
KY Transportation Cabinet
Database – Crash

Jason Siwula

Assistant State Highway Engineer
KY Transportation Cabinet
Database – Roadway, Crash

KTRAC-TRCC Executive and Technical Subcommittee and Chairs (Coordinators)

Ed Harding – KTRAC Co-Chair

Nathan Dean – KTRAC Co-Chair

Crash Subcommittee

Eric Green – Co-Chair

Shiann Sharpe – Co-Chair

KY Traffic Records Systems Assessment/Need

Samantha Wright – Co-Chair

Reginald Souleyrette – Co-Chair

Ben Blanford – Co-Chair

Roadway Subcommittee

Keith Dotson – Chair

Steve Ross – Co-Chair

Vehicle Subcommittee

Godwin Onodu – Chair

Stephanie Williams – Co-Chair

Driver Subcommittee

Matthew Cole – Co-Chair

Michael Neal – Co-Chair

Citation/Adjudication Subcommittee

Daniel Sturtevant – Co-Chair

Elizabeth Lucas – Co-Chair

EMS and Injury Surveillance Subcommittee

Michael Singleton – Co-Chair

Drew Chandler – Co-Chair

Monica Robertson – Co-Chair

KTRAC Meeting Schedule

Past KTRAC Meetings

(dates do not include sub-committee meetings or strategic planning committee meetings)

September 25, 2017 – KY Transportation Cabinet – Frankfort, KY

December 11, 2017 – KY Transportation Cabinet – Frankfort, KY

January 25, 2018 – KY Transportation Cabinet – Frankfort, KY

June 1, 2018 – KY Transportation Cabinet – Frankfort, KY

Future Meetings Projected Schedule (other meetings will be scheduled as needed)

September 2018

November/December 2018

January 2019

May/June 2019

September 2019

TRAFFIC RECORDS PROJECTS

Project Number: M3DA-2019-00-00-01

Project Title: Traffic Records Program Management (Kentucky Office of Highway Safety)

Description: Includes salaries & benefits, travel, training and office supply expenses for one staff member of the Office's Division of Highway Safety Programs. This specifically pays for personnel who supply traffic records analysis to all safety partners, internal and external.

Budget: \$80,000.00 (NHTSA 405C MAP-21 funds/FAST Act)

Project Number: M3DA-2019-00-00-02

Project Title: Kentucky Transportation Center (KTC) – University of Kentucky Research Foundation - Facilitating the Successful Attainment of the Goals in the Implementation Plan for the 2018-2021 Traffic Records Strategic Plan

Description: A new Kentucky traffic records strategic plan was developed during FY2017 and put into place June 30th, 2017. The University of Kentucky Transportation Center, in cooperation with both the Kentucky Traffic Records Advisory Committee (KTRAC) and the KY Office of Highway Safety, will continue to analyze, identify, refine, improve, and monitor status of performance metrics from the Traffic Records Strategic Plan. This project will continue the development and implementation of procedures for regularly monitoring the quality of traffic records in Kentucky. The procedures and data collection will facilitate the efforts of the KTRAC data quality improvement sub-committee team to effectively review the existing traffic records system, identify potential improvements, and report to the KTRAC membership. The research will update and advance the Traffic Records Implementation Plan (TRIP), which is being developed to assist the Kentucky traffic records community in meeting the goals and objectives identified in the Strategic Plan.

Budget: \$76,195.90 (NHTSA 405C MAP-21 funds/FAST Act)

Project Number: M3DA-2019-00-00-03

Project Title: University of Kentucky, KY Injury Prevention & Research Center Improving Motor Vehicle Crash-Related Trauma Data Quality and Completeness

Description: Provide analysis of KY trauma data, improve trauma data management system, and increase the number of hospitals reporting to KY Trauma Registry. The Kentucky Trauma Advisory Council will recruit four new hospitals as members of the trauma system. The new member hospitals will then initiate reporting to the state trauma registry.

The Trauma registry staff will perform a comprehensive evaluation of the state's trauma data to assure that reported cases meet national criteria and are coded consistently. The results of this evaluation will be presented to the Trauma Advisory Council for review, and the council will provide guidance regarding potential quality improvements. The trauma registrars at each participating hospital will have two opportunities for in-person training and will be encouraged to consult with staff as needed in the course of the year. Because there is considerable turnover in trauma registrar staffing, newly appointed registrars will be given the opportunity to participate in training as soon as feasible. Feedback from the registrars will be incorporated into training evaluations and planning for future educational programming.

Budget: \$95,671.00 (NHTSA 405C MAP-21 funds/FAST Act)

Project Number: M3DA-2019-00-00-04

Project Title: Kentucky Transportation Center (KTC)-University of Kentucky Research Foundation - Investigation of the Accuracy of Alcohol and Drug Involvement Reporting

Description: This project proposes to investigate the crash types (run off road, head-on, etc.), crash narratives, and contributing factors (time of day, distraction, etc.) associated with known alcohol and drug related crashes to develop an algorithm to assist in determining an accurate indication of all drug and alcohol crashes. The algorithm would be based on FARS crashes with known alcohol and drug use, and applied to all crashes to confirm the likelihood of alcohol and/or drugs being involved.

In addition, the project will identify locations/roadway features where alcohol and drug crashes occur most often (intersections, rural 2 lanes, etc.) to identify countermeasures to combat drunk/drugged driving crashes.

Budget: \$75,000.00 (NHTSA 405C MAP-21 funds/FAST Act)

Project Number: M3DA-2019-00-00-05

Project Title: Kentucky Emergency Medical Services Information System (KEMSIS)

Description: This project is a statewide initiative for collection, analysis, and integration of EMS System and Patient Care Data. The KEMSIS project is aimed to improve the accessibility and portability of patient care information between Kentucky EMS agencies and the KEMSIS system. The ultimate goal is to have 100% of EMS agencies electronically reporting their calls to the Kentucky Board of EMS database system. During the next fiscal year, the project will increase the completeness and quality of EMS incident reports by adopting and implementing national and state validation rules, conduct analysis and publish findings. The Kentucky Board of Emergency Medical Services will publish the findings of report analysis looking at such elements as seatbelt usage, alcohol and drug use indicators, and transport times. KBEMS will also strive to educate external stakeholders on the robustness of EMS data and make it an accessible tool through the use of data sharing agreements to query EMS data for items such as severity of injury, and also identify trends.

Budget: \$75,000.00 (NHTSA 405C MAP-21 funds/FAST Act)

Project Number: M3DA-2019-00-00-06

Project Title: KSP Crash Data Dictionary

Description: The Kentucky State Police will develop a formal data dictionary that included each data element and a description of their validation edits. A Joint Application Design (JAD) session will be held with CRASH subcommittee members to create the data dictionary to ensure the proper considerations are taken.

Budget: \$39,500.00 (NHTSA 405C MAP-21 funds/FAST Act)

Project Number: M3DA-2019-00-00-07

Project Title: KSP Online Civilian Collision Reporting

Description: The Kentucky State Police (KSP) will implement functionality that will give the public the ability to complete the Kentucky Civilian Traffic Collision Report electronically from a KSP hosted website. In addition, functionality will be implemented to ensure the collected civilian collision information is available from within the CRASH Web Portal for appropriate report distribution as well as advanced data analytics. These records are currently an untapped resource.

Budget: \$46,000.00 (NHTSA 405C MAP-21 funds/FAST Act)

Project Number: M3DA-2019-00-00-08

Project Title: University of Kentucky – Kentucky Transportation Center - Traffic Safety Data Service (KTSDS)

Description: Develop and execute a traffic records data and analysis quick response team at the Kentucky Transportation Center (KTC). The Kentucky Transportation Center has considerable resources and expertise for identifying and addressing safety concerns using a variety of traffic records databases and tools. The aim of this project is to increase access to data from the six traffic record systems but more especially to increase access to expert resources with a more in-depth knowledge of the databases. Accordingly, KTC will develop and host a free traffic data service to enable users to "access an expert" to conduct small studies and get answers to traffic safety problems. These answers would ordinarily be out of reach due to a) difficulty and expense of contracting, or b) lack of awareness that such expert resources exist and are available to them. The project will also develop a website documenting and publicizing the service.

Budget: \$40,171.17 (NHTSA 405C MAP-21 funds/FAST Act)

EDUCATION BRANCH PROGRAMS AND STRATEGIES

SUMMARY

The Office of Highway Safety's Education Branch will provide research and education designed to reduce Kentucky's highway fatalities and injuries. These programs work with in the communities' statewide to deliver safety education programs in conjunction with the enforcement and media programs for the problem areas. It will also support the Kentucky Strategic Highway Safety Plan's *Toward Zero Deaths* message through stakeholder partnerships. The Education Branch within the Division of Highway Safety Programs plans the following activities during federal fiscal year 2019:

- Collaborate with educators, family resource centers, law enforcement, legislators, state agencies, federal agencies (NHTSA) and corporate outreach to provide highway safety educational experiences across the state.
- Use KOHS Education Branch AAR (After Action Reporting) Database Tool and Educational Program Event Assessment Tool, to collect data on all educational events conducted across the state. These tools will be used to evaluate all Educational Program events to determine

their value, effectiveness of educational programs and pinpoint highway safety problems across the state.

- Focus 100% of all Education Branch programming in the Top 40 Highway Safety Counties
- Improve the Office of Highway Safety curriculum with focus placed upon learning outcomes supporting the Kentucky Strategic Highway Safety Plan
- Maintain involvement with the Governor's Executive Committee on Highway Safety
- Provide personnel and the Highway Safety Checkpoint Trailer in support of state and local law enforcement efforts with highway safety

EDUCATION (GENERAL PUBLIC)

- Maintain the Office of Highway Safety's Social Media outlets
- Provide the general public with an up-to-date awareness of educational programming conducted by the Education Branch
- Provide notifications for upcoming Child Passenger Safety (CPS) Fitting Station Checkup Events
- Provide online links and resources relating to highway safety at both state and national levels
- Provide access to electronic highway safety tip sheets/educational materials

EDUCATION (PUBLIC SERVICE ANNOUNCEMENTS)

- Provide PSAs on the dangers of drinking and driving during holidays/special occasions
- Provide PSAs specifically for the awareness of sharing the road with motorcyclists
- Provide PSAs specifically for the awareness of the necessity for motorcycle safety equipment usage, to include helmets
- Provide PSAs to address the importance of wearing a seat belt
- Provide PSAs on the dangers of distracted driving. This strategy is one of our distracted driving emphasis area strategies in our SHSP.
- Provide PSAs in support of the following enforcement mobilizations:
 - Distracted Driving (April)
 - Click it or Ticket (May-June)
 - Motorcycle Safety Awareness (May)
 - Blue Lights Across the Bluegrass (June-July)
 - Drive Sober or Get Pulled Over (August-September & December)

EDUCATION (TRANSPORTATION CABINET EMPLOYEES)

- Conduct a distracted driving program at the Transportation Cabinet Central Office building specifically for Transportation Cabinet employees during the KYTC Health and Safety Fair. This strategy is also one of our distracted driving emphasis area strategies in our SHSP.

EDUCATION EMPHASIS AREAS

I. Highway Safety Equipment

Provide highway safety educational and support equipment to be used in conjunction with occupant protection, impaired driving, distracted driving, child passenger safety and traffic safety checkpoint programs.

- Maintain all highway safety educational and support equipment for use by the Highway Safety Education Branch Use of Rollover Simulator for Occupant Protection program



- Use of 3D (Drunk & Distracted Driving) Simulator for Impaired and Distracted Driving program



- Use of Traffic Safety Checkpoint Trailer Impaired and Occupant Protection Program



- Use of Child Passenger Safety Checkup Trailer for Occupant Protection Program



- Use of D2 (Distracted Driving) Simulator for Distracted Driving Program



2. Impaired Driving Program

Provide a “hands-on” experience, allowing participants the ability to drive modified golf carts in a visually impaired state, in a safe, controlled environment. Provide impaired driving educational programs and information to public schools, public entities and corporations.

- Continue to increase the number of 3D simulator events by 1% in the Top 40 counties
- Continue to increase the number of impaired driving presentations by 1% in the Top 40 counties
- Maintain and keep current the 3D Simulator and trailer
- Provide Ghost Out program for educational presentations
- Provide Mock Crash program for educational presentations
- Administer a Pre and Post Survey for each impaired driving event to evaluate participant knowledge and program performance
- Provide educational information regarding the revised Ignition Interlock statues

3. Occupant Protection

Increase public awareness of seatbelt usage benefits. Educate all elements of Kentucky’s population on proper seatbelt usage and use of Rollover Simulator for educational presentations. Demonstrate the impact of non-seatbelt use.

- Continue to increase the number of rollover simulator events by 1% in the Top 40 counties
- Continue to increase the number of occupant protection presentations by 1% in the Top 40 counties
- Provide a high volume of occupant protection programming in elementary, middle schools and high schools to educate the next generation of drivers
- Provide occupant protection programming to the commercial industry, targeting agencies with fleet vehicles through the corporate outreach program
- Administer a Pre and Post Survey for each occupant protection event to evaluate participant knowledge and program performance
- Maintain and keep current Rollover Simulators
- Provide Rollover Simulator for educational presentations

4. Young Drivers

Educate young drivers about the dangers of driving. Provide new and inexperienced drivers with educational experiences and material that will influence good driving habits and help reduce the number of injuries and fatalities on Kentucky's roadways.

- Conduct highway safety presentations throughout Kentucky's 12 Highway Districts focusing on the Top 40 counties with occupant protection, distracted driving and impaired driving problems
- Continually researching and updating presentations and materials for young drivers safety programs
- Provide tip sheets and maintain current data for distribution of educational promotion items
- Provide Rollover Simulator, 3D Simulator, D2 Simulator, Ghost Out Program, Mock Crash Program and Sweet 16 Programs for educational presentations pertaining to young drivers.
- Administer a Pre and Post Survey for each young driver event to evaluate participant knowledge and program performance

5. Child Passenger Safety

Coordinate statewide efforts for the Child Passenger Safety Program.

- Demonstrate proper installation techniques and provide instruction on all facets of available child restraint seats.
- Provide information pertaining to child passenger safety laws and NHTSA's best practices.
- Provide CEU opportunity for Child Passenger Safety Technicians (CPSTs)
- Increase the CPST retention rate to 55% statewide
- Collaborate with partners/agencies to establish and provide CPS fitting stations across the state
- Continue to maintain CPS fitting stations at a rate of 70% statewide
- Provide CPS trailer for CPS checkup events
- Provide technical assistance for CPS Certified Technicians and the general public

6. Motorcycle Safety

Enhance motorcycle safety and public awareness of motorcycles through enhanced media campaigns in order to reduce the overall motorcycle crash and fatality rate in Kentucky.

- To use media and educational materials to educate motorcyclists about the life saving benefits of wearing helmets and other protective equipment. This strategy is also one of our emphasis area strategies for motorcycles in our SHSP.

7. Mature Drivers

Provide awareness to Mature/Senior drivers with focus placed upon biological and technological changes that will challenge their abilities to operate a motor vehicle safely.

- Recommend Mature Driver programs throughout the state to organizations that deal with the older population, focusing 100% of effort on the Top 40 counties
- Provide mature driver awareness material to organizations dealing with the older population
- Maintain and keep current tip sheets, presentations and materials on Mature Drivers

8. Distracted Driving

Educate and inform the general public on the dangers of distracted driving through the use of the distracted driving simulator and informational presentations. Reduce the number of injuries and fatalities each year due to distracted driving.

- Continue to further educate the general public on the dangers and consequences of distracted driving.
- Provide D2 Simulator for educational programs
- Maintain and keep current interactive driving simulator and trailer
- Employ up-to-date videos and presentations to educate about distracted driving, texting laws and the issues that surround it.
- Administer a Pre and Post Survey for each distracted driving event to evaluate participant knowledge and program performance

9. Corporate Outreach

Provide assistance to corporations in the development of policies, education and solutions to help combat the various issues we all face concerning highway safety.

- Distribute posters and other educational materials to corporate outreach partners
- Provide presentations on distracted driving, impaired driving and occupant protection for corporate outreach partners with vehicle fleets and shift work
- Provide interactive educational equipment to use during corporate events

10. Bicycle/Pedestrian Safety Program

Enhance pedestrian and bicycle safety and public awareness of each through education, in order to reduce the overall pedestrian and bicycle crash and fatality rates in Kentucky.

- Maintain the pedestrian and bicycle safety content on the KOHS website that will include safety educational material, videos, safety tips, and various resources.
- Maintain working relationships/partnerships with pedestrian and bicycle programs or organizations in high impact areas in the state.

11. Legislative Issues

Support the Transportation Cabinet leadership's continuous improvement of highway safety legislative proposals with the latest research and statistics available.

- Support the Transportation Cabinet's highway safety legislative initiatives with the latest research and statistics available
- Provide the Transportation Cabinet with emphasis area statistics and research
- Advocate for improvements to existing highway safety laws on texting and distracted driving
- Strengthen the coalition of interdisciplinary highway safety advocates
- Provide informational guidance and statistics on the revised Ignition Interlock statute and permanent regulations
- Provide a highway safety update yearly to the Kentucky General Assembly Interim Joint Transportation Committee

PERFORMANCE REPORT

OVERVIEW

- In 2017, there were 137,286 crashes involving motor vehicles on Kentucky's public roadways. This is a 2.8% decrease from 2016.
- After three consecutive years with an increase in fatalities from the previous year, Kentucky fatalities decreased in 2017 compared to the previous year. During 2017 there was a 6.2% decrease in the total number of fatalities, from 834 during 2016 to 782 during 2017.
- The fatality rate per 100 million vehicle miles traveled (100m VMT) also saw a decrease last year of 4.8%, from 1.67 in 2016 to 1.59 in 2017. This rate is still much higher than the projected 2017 national rate of 1.17 per 100m VMT.
- For the second consecutive year, the number of serious injuries in Kentucky decreased 5% to 3,007 in 2017, compared to 3,157 2016.

IMPAIRED DRIVING

- During the last three years (2015-2017), alcohol-related fatalities comprised an average of about 21% of all motor vehicle fatalities.
- Initial data for 2017 suggests a decrease in the total alcohol-related fatalities of 22%, from 175 in 2016 to 137 in 2017.
- The following ten counties ranked highest (in order) in the number of alcohol-related collisions in 2016: Jefferson, Fayette, Kenton, Boone, Warren, Campbell, Daviess, Pike, Madison and Hardin.

OCCUPANT PROTECTION

The statewide average seat belt usage rate (all front seat occupants) remained statistically the same during 2017, when compared to 2016, at 86.8%. The usage rate for drivers increased slightly last year, from 86.7% in 2016 to 87.2% in 2017.

- Although the gap in seat belt usage has narrowed between Kentucky and the U.S, Kentucky's rate is still below the national average of 89.7%. Surpassing 90% is the current goal set by the KY Office of Highway Safety.
- Seat belt usage on local roads remains much lower than on interstates or other expressways. The 2017 Kentucky seat belt survey indicated a usage rate of 80.5% on local roads, compared to 91.7% on limited access highways.
- Usage is much lower in rural counties than in urban ones. The observed rate varied from a high of 91.0% in Fayette County to a low of 70.4% in Clay County.
- Usage of child restraints for children under four years of age was not collected in the 2017 survey. The 2012 survey found it to be 98%, and it has been above 95% since 2007. There has been discussion of a CPS survey to be conducted in the future.
- The restraint usage in pickup trucks also remained statistically constant this past year, from 78.7% in 2016 to 78.8% in 2017. Seat belt usage continues to be lower in pickups than in any other type of vehicle.
- Fifty-two percent of the vehicle occupants killed in 2017 in Kentucky were not restrained at the time of the collision.
- Of the fatalities that occurred during night time hours during 2017, 60% were not wearing a seatbelt.

SPEEDING

- The number of speed-related crashes decreased by 8.96% from 2016 to 2017. The number of speeding-related fatalities also decreased by 5%, from 138 in 2016 to 131 in 2017.
- Speed is one of the most common contributing factors in fatal crashes in Kentucky (about 16% all fatal crashes in 2017 can be attributed to exceeding the posted speed limit or driving too fast for conditions).
- The majority of crashes involving unsafe speed occur in rural areas.
- The majority of Kentucky drivers travel at speeds above the regulatory speed limit. Increased speed decreases crash avoidance and increases crash severity.

YOUNG DRIVERS

- The percentage of teenage drivers involved in traffic crashes is over-represented compared to the percentage of the driving population they comprise. In 2017, 16-19 year old drivers were involved in about 14.7% of all crashes and 10.4% of fatal crashes, even though this age group makes up only 7% of licensed drivers (including learners permits)* in the state (*2016 licensed drivers totals).

MOTORCYCLES

- Initial data shows the number of motorcyclists killed in crashes decreased during the past year by 23%, from 111 fatalities in 2016 to 85 in 2017.
- Helmet usage among motorcyclists is approximately 60% in 2017 which is up slightly from the rate of 59% in 2016. Kentucky had a statewide law requiring helmet the use of a helmet by a motorcyclist until it was repealed in 1998. Surveys before the repeal of the law found a helmet usage rate of over 95%.

BICYCLES/PEDESTRIANS

- The number of bicyclists killed in Kentucky decreased 22% this past year, from 9 fatalities in 2016 to 7 in 2017.
- The total number of pedestrian fatalities increased 11% this past year, from 81 during 2016 to 90 during 2017.
- The Lexington, KY and Northern MPO districts also have Bike/Ped safety programs in place.

PROGRAM COST SUMMARY AND PROJECT LIST

Program Area	Grant Number	Agency	Amount
NHTSA 402			
Planning and Administration	PA-2019-00-00-01	KOHS Planning and Administration	\$250,000.00
		Total:	\$250,000.00
Motorcycle Safety	MC-2019-00-00-01	KOHS Motorcycle Safety	\$85,000.00
		Total:	\$85,000.00
Police Traffic Services	PT-2019-00-00-01	LEL - ARIDE	\$103,700.00
	PT-2019-00-00-02	LEL - North	\$103,700.00
	PT-2019-00-00-03	LEL - East	\$121,991.30
	PT-2019-00-00-04	LEL - West	\$112,991.09
	PT-2019-00-00-05	LEL - Central	\$133,469.12
	PT-2019-00-00-06	LEL - JOL	\$50,000.00
	PT-2019-00-00-07	LEL - Part-Time	\$50,000.00
	PT-2019-00-00-08	Ashland Police Department	\$8,400.00
	PT-2019-00-00-09	Barbourville Police Department	\$8,400.00
	PT-2019-00-00-10	Benton Police Department	\$8,000.00
	PT-2019-00-00-11	Boone County Sheriff's Office	\$59,400.00
	PT-2019-00-00-12	Calloway County Sheriff's Office	\$10,900.00
	PT-2019-00-00-13	Campbell County Police Department	\$23,400.00
	PT-2019-00-00-14	Campbellsville Police Department	\$20,100.00
	PT-2019-00-00-15	Catlettsburg Police Department	\$11,080.00
	PT-2019-00-00-16	Cave City Police Department	\$9,400.00
	PT-2019-00-00-17	Christian County Sheriff's Office	\$9,400.00
	PT-2019-00-00-18	Clark County Sheriff's Office	\$11,850.00
	PT-2019-00-00-19	Covington Police Department	\$50,900.00
	PT-2019-00-00-20	Danville Police Department	\$11,850.00
	PT-2019-00-00-21	Daviess County Sheriff's Office	\$14,600.00

PT-2019-00-00-22	Eddyville Police Department	\$9,650.00
PT-2019-00-00-23	Edgewood Police Department	\$5,400.00
PT-2019-00-00-24	Erlanger/Elsmere Police Department	\$22,300.00
PT-2019-00-00-25	Flatwoods Police Department	\$8,400.00
PT-2019-00-00-26	Frankfort Police Department	\$45,400.00
PT-2019-00-00-27	Ft Mitchell Police Department	\$11,300.00
PT-2019-00-00-28	Ft Thomas Police Department	\$12,400.00
PT-2019-00-00-29	Georgetown Police Department	\$11,850.00
PT-2019-00-00-30	Graves County Sheriff's Office	\$7,900.00
PT-2019-00-00-31	Grayson County Sheriff's Office	\$7,450.00
PT-2019-00-00-32	Grayson Police Department	\$9,100.00
PT-2019-00-00-33	Jackson Police Department	\$8,400.00
PT-2019-00-00-34	Johnson County Sheriff's Office	\$11,400.00
PT-2019-00-00-35	Kenton County Police Department	\$9,100.00
PT-2019-00-00-36	Knott County Sheriff's Office	\$6,400.00
PT-2019-00-00-37	LaGrange Police Department	\$9,100.00
PT-2019-00-00-38	Lancaster Police Department	\$8,000.00
PT-2019-00-00-39	Larue County Sheriff's Office	\$6,900.00
PT-2019-00-00-40	Lawrenceburg Police Department	\$16,800.00
PT-2019-00-00-41	Lexington Police Department	\$47,600.00
PT-2019-00-00-42	London Police Department	\$25,400.00
PT-2019-00-00-43	Louisville Metro Police Department	\$94,600.00
PT-2019-00-00-44	Loyall Police Department	\$7,900.00
PT-2019-00-00-45	Lyon County Sheriff's Office	\$7,450.00
PT-2019-00-00-46	Madison County Sheriff's Office	\$28,900.00
PT-2019-00-00-47	Madisonville Police Department	\$11,300.00
PT-2019-00-00-48	Maysville Police Department	\$11,300.00
PT-2019-00-00-49	Mt Sterling Police Department	\$6,900.00

	PT-2019-00-00-50	Newport Police Department	\$11,300.00
	PT-2019-00-00-51	Owensboro Police Department	\$36,600.00
	PT-2019-00-00-52	Paducah Police Department	\$25,050.00
	PT-2019-00-00-53	Paris Police Department	\$10,400.00
	PT-2019-00-00-54	Pineville Police Department	\$7,400.00
	PT-2019-00-00-55	Prestonsburg Police Department	\$11,400.00
	PT-2019-00-00-56	Raceland Police Department	\$6,400.00
	PT-2019-00-00-57	Somerset Police Department	\$25,600.00
	PT-2019-00-00-58	Warren County Sheriff's Office	\$10,200.00
	PT-2019-00-00-59	Williamsburg Police Department	\$16,400.00
	PT-2019-00-00-60	KSP - Speed Grant	\$513,939.96
	PT-2019-00-00-61	UK-KYTC Crash Analysis	\$75,000.00
	PT-2019-00-00-62	Frankfort Full Time Officer	\$135,000.00
	PT-2019-00-00-63	Lifesavers Conference	\$100,000.00
	PT-2019-00-00-64	KSP Advanced Collision Reconstruction	\$35,800.00
		Total:	\$2,422,621.47
Police Traffic Services Half Year Grants	PT-2019-00-HY-01	Half Year Grants	\$300,000.00
		Total:	\$300,000.00
Community Traffic Safety	CP-2019-00-00-01	KOHS Program Management	\$350,000.00
		Total:	\$350,000.00
Driver Education	DE-2019-HP-00-01	402 Undesignated	
Paid Advertising	PM-2019-00-00-01	High Visibility Media	\$185,000.00
		Total:	\$185,000.00
NHTSA 402 TOTAL:			\$3,592,621.47
405b Low			
Occupant Protection (405b)	M2HVE-2019-00-00-01	Ballard County Sheriff's Office	\$6,400.00
	M2HVE-2019-00-00-02	Crittenden County SO	\$5,900.00

M2HVE-2019-00-00-03	Ferguson Police Department	\$5,800.00
M2HVE-2019-00-00-04	Glasgow Police Department	\$20,100.00
M2HVE-2019-00-00-05	Greenville Police Department	\$7,400.00
M2HVE-2019-00-00-06	Harrison County Sheriff's Office	\$8,400.00
M2HVE-2019-00-00-07	Hazard Police Department	\$13,500.00
M2HVE-2019-00-00-08	Lexington Police Department	\$24,200.00
M2HVE-2019-00-00-09	Mt Washington PD	\$6,900.00
M2HVE-2019-00-00-10	Oldham County Police Department	\$49,400.00
M2HVE-2019-00-00-11	Pikeville Police Department	\$23,400.00
M2HVE-2019-00-00-12	Richmond Police Department	\$21,000.00
M2HVE-2019-00-00-13	Versailles Police Department	\$14,000.00
M2HVE-2019-00-00-14	UK-KYTC Seat Belt Survey	\$80,450.00
M2HVE-2019-00-00-15	Bracken County Health Department	\$7,400.00
M2HVE-2019-00-00-16	Cumberland Valley ADD	\$28,000.00
M2HVE-2019-00-00-17	Madison County Health Department	\$45,800.00
M2HVE-2019-00-00-18	Marshall County Health Department	\$31,500.00
M2HVE-2019-00-00-19	Norton Children's Hospital	\$47,300.00
M2HVE-2019-00-00-20	CPS Workshop	\$5,000.00
M2HVE-2019-00-00-21	KSP - Occupant Protection	\$142,660.00
M2HVE-2019-00-00-22	Occupant Protection Coordinator	\$80,000.00
M2HVE-2019-00-00-23	CPS Coordinator	\$80,000.00
	Total:	\$754,510.00
M2HVE-2019-00-00-24	Click it or Ticket Awards	\$25,000.00
M2HVE-2019-00-00-25	Click it or Ticket Media	\$180,000.00
	Total:	\$205,000.00

Occupant Protection (405b) Total:	\$959,510.00
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405c

Traffic Records Data (405c)	M3DA-2019-00-00-01	Traffic Records Program Manager	\$80,000.00
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M3DA-2019-00-00-02	Plan for the 2018-2021 TSRP	\$76,195.90
M3DA-2019-00-00-03	KIPRC/Trauma Data	\$95,671.00
M3DA-2019-00-00-04	Alcohol and Drug Reporting	\$75,000.00
M3DA-2019-00-00-05	KEMIS	\$75,000.00
M3DA-2019-00-00-06	KSP Crash Data Dictionary	\$39,500.00
M3DA-2019-00-00-07	KSP Collision Reporting	\$46,000.00
M3DA-2019-00-00-08	KY Traffic Safety Data Service	\$38,769.17

405c Traffic Records Total:	\$526,136.07
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405d Impaired Driving Mid

Impaired Driving (405d)

M5HVE-2019-00-00-01	Allen County Sheriff's Office	\$8,000.00
M5HVE-2019-00-00-02	Bourbon County Sheriff's Office	\$7,400.00
M5HVE-2019-00-00-03	Boyd County Sheriff's Office	\$21,200.00
M5HVE-2019-00-00-04	Burnside Police Department	\$9,650.00
M5HVE-2019-00-00-05	Cadiz Police Department	\$8,000.00
M5HVE-2019-00-00-06	Florence Police Department	\$61,900.00
M5HVE-2019-00-00-07	Franklin County Sheriff's Office	\$32,200.00
M5HVE-2019-00-00-08	Harlan Police Department	\$9,400.00
M5HVE-2019-00-00-09	Henderson Police Department	\$11,900.00
M5HVE-2019-00-00-10	Hopkinsville Police Department	\$15,150.00
M5HVE-2019-00-00-11	Lakeside Park-Crestview Hills PD	\$5,800.00
M5HVE-2019-00-00-12	Laurel Sheriff's Office	\$48,150.00
M5HVE-2019-00-00-13	Leitchfield Police Department	\$11,850.00
M5HVE-2019-00-00-14	Lexington Police Department	\$30,800.00
M5HVE-2019-00-00-15	Louisville Metro Police Department	\$78,400.00
M5HVE-2019-00-00-16	Marshall County Sheriff's Office	\$21,200.00
M5HVE-2019-00-00-17	Mayfield Police Department	\$10,400.00
M5HVE-2019-00-00-18	McCracken County Sheriff's Office	\$9,100.00
M5HVE-2019-00-00-19	Morehead Police Department	\$8,550.00

	M5HVE-2019-00-00-20	Murray Police Department	\$13,400.00
	M5HVE-2019-00-00-21	Nelson County SO/Bardstown PD	\$25,400.00
	M5HVE-2019-00-00-22	Nicholasville Police Department	\$21,200.00
	M5HVE-2019-00-00-23	Pike County Sheriff's Office	\$7,450.00
	M5HVE-2019-00-00-24	Radcliff Police Department	\$14,600.00
	M5HVE-2019-00-00-25	Scott County Sheriff's Office	\$16,000.00
	M5HVE-2019-00-00-26	Shelbyville Police Department	\$6,400.00
	M5HVE-2019-00-00-27	Southgate Police Department	\$6,900.00
	M5HVE-2019-00-00-28	Villa Hills Police Department	\$5,400.00
	M5HVE-2019-00-00-29	Wilder Police Department	\$6,400.00
	M5HVE-2019-00-00-30	Williamstown Police Department	\$5,400.00
	M5HVE-2019-00-00-31	Department of Criminal Justice	\$100,000.00
	M5HVE-2019-00-00-32	Office of Attorney General	\$232,365.05
	M5HVE-2019-00-00-33	KSP - Nighthawk	\$525,000.00
	M5HVE-2019-00-00-34	Impaired Driving Coordinator	\$80,000.00
		Total:	\$1,474,965.05
Drive Sober Get Pulled Over	M5HVE-2019-00-00-35	Impaired Driving Awards	\$25,000.00
	M5HVE-2019-00-00-36	Impaired Driving Media	\$833,000.00
		Total:	\$858,000.00
	405d Impaired Driving Total:		\$2,332,965.05
405f Motorcycle Safety	M9MA-2019-00-00-01	Motorcycle Safety Paid Media	\$65,000.00
	405f Motorcycle Safety Total:		\$65,000.00
405e Distracted Driving	FESX-2019-00-00-01	Distracted Driving Media	\$130,000.00
	405e Distracted Driving Total:		\$130,000.00
	FY19 TOTAL:		\$7,606,232.59

2014-2016 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
ADAIR	59	72	34	97	94	66	45	92	73	103	10407.6	81
ALLEN	55	57	64	89	82	54	70	71	52	48	9667.9	74
ANDERSON	52	52	64	70	89	47	56	49	58	72	8893.7	68
BALLARD	109	98	72	97	22	88	93	94	65	98	11487.5	94
BARREN	25	23	20	24	75	25	59	30	22	20	4288.2	22
BATH	88	102	78	107	109	107	3	112	86	103	12596.0	104
BELL	40	40	38	40	32	35	26	51	46	37	5360.7	34
BOONE	4	4	13	10	114	4	94	4	3	3	3366.8	10

2014-2016 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
BOURBON	57	44	38	87	69	47	69	33	61	40	8269.3	58
BOYD	20	18	48	27	64	24	1	29	28	17	4242.1	21
BOYLE	35	35	41	68	81	47	21	37	48	42	7007.4	45
BRACKEN	107	87	84	83	19	85	71	69	79	82	10602.1	83
BREATHITT	84	81	29	64	7	68	43	74	97	66	7819.8	52
BRECKINRIDGE	58	85	48	32	3	92	27	89	102	82	7458.6	50
BULLITT	10	11	9	8	66	13	66	28	6	11	2852.3	9
BUTLER	85	79	48	83	57	71	91	51	62	72	9565.9	72

2014-2016 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
CALDWELL	87	63	48	61	35	92	68	47	46	59	8095.6	56
CALLOWAY	26	28	29	53	76	29	67	39	43	29	6193.9	41
CAMPBELL	8	7	17	11	68	6	58	8	11	10	2797.5	8
CARLISLE	117	113	104	113	45	114	18	97	97	110	13162.8	108
CARROLL	95	60	52	66	96	59	25	53	32	82	8423.8	62
CARTER	41	50	52	47	102	51	16	42	50	47	6938.7	43
CASEY	72	92	72	47	9	79	4	108	81	91	8400.9	61
CHRISTIAN	11	12	23	9	90	12	95	11	15	12	3778.6	19

2014-2016 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
CLARK	31	25	34	26	58	26	22	27	37	23	4288.4	23
CLAY	54	65	29	23	4	42	46	61	91	45	5356.9	33
CLINTON	99	101	95	79	24	108	72	113	107	110	12237.8	102
CRITTENDEN	103	95	89	61	2	84	52	84	81	66	9470.8	71
CUMBERLAND	113	110	109	106	40	104	28	110	111	91	13041.7	106
DAVIESS	7	6	6	6	48	7	55	10	13	7	2087.7	3
EDMONSON	92	90	100	58	18	92	86	63	89	98	10496.5	82
ELLIOTT	110	117	119	115	71	110	119	110	119	115	15518.6	115

2014-2016 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
ESTILL	77	106	109	97	67	92	29	101	113	98	12692.0	105
FAYETTE	2	2	2	2	72	2	79	2	2	2	2039.0	2
FLEMING	76	84	109	111	112	80	30	89	92	103	13262.3	109
FLOYD	28	32	17	49	91	14	17	38	42	37	5238.5	32
FRANKLIN	19	17	58	16	60	16	64	15	24	29	4623.7	26
FULTON	116	108	109	111	52	99	31	115	96	113	13507.0	111
GALLATIN	106	78	95	92	118	92	9	91	29	68	11210.7	91
GARRARD	67	64	78	97	88	63	102	53	92	82	11618.9	96

2014-2016 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
GRANT	46	37	72	69	119	44	103	17	35	25	8669.8	65
GRAVES	27	29	25	17	26	33	35	23	40	25	3586.1	14
GRAYSON	43	42	25	38	36	45	62	70	54	32	5849.9	38
GREEN	94	99	84	104	38	112	49	106	97	103	12492.7	103
GREENUP	30	41	72	46	84	52	38	55	70	59	7933.3	53
HANCOCK	104	107	109	104	59	109	112	96	62	91	13449.2	110
HARDIN	6	8	3	3	65	8	98	7	5	5	2472.8	5
HARLAN	39	56	33	57	49	36	54	86	66	44	7146.0	47

2014-2016 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
HARRISON	61	53	100	58	23	58	105	48	75	57	9339.4	70
HART	62	49	34	45	97	62	89	50	10	76	7462.0	51
HENDERSON	22	15	41	21	61	21	75	26	17	13	4460.9	24
HENRY	71	62	41	74	99	60	80	44	21	88	8837.7	66
HICKMAN	118	116	114	119	113	116	113	106	102	103	15692.2	118
HOPKINS	23	20	9	37	93	27	88	12	22	24	4895.5	30
JACKSON	81	93	84	70	14	101	11	86	97	72	9690.0	75
JEFFERSON	1	1	1	1	30	1	74	1	1	1	1360.8	1

2014-2016 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
JESSAMINE	18	19	25	27	34	17	36	13	26	20	3459.0	11
JOHNSON	50	59	64	89	100	56	5	77	75	81	9851.0	79
KENTON	3	3	9	4	98	3	63	3	4	4	2482.2	6
KNOTT	73	83	100	83	86	68	20	100	87	68	11078.0	88
KNOX	32	43	38	30	29	28	7	34	49	40	4471.1	25
LARUE	79	73	64	101	107	74	100	67	50	91	11597.7	95
LAUREL	16	14	20	14	101	15	99	16	9	16	4168.0	20
LAWRENCE	70	89	104	109	117	88	116	102	89	62	13837.9	112

2014-2016 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
LEE	114	114	104	117	104	112	114	118	112	120	15677.5	116
LESLIE	98	117	95	113	108	117	84	113	113	116	14867.3	114
LETCHER	51	74	72	39	15	61	24	86	59	76	7366.8	49
LEWIS	80	109	72	75	33	104	76	104	92	119	11340.2	93
LINCOLN	49	61	52	60	54	64	61	75	75	53	8350.2	60
LIVINGSTON	102	96	89	94	83	92	83	79	79	68	12038.2	100
LOGAN	42	47	89	54	95	57	97	57	44	45	9151.9	69
LYON	108	75	89	79	115	80	65	58	40	62	10757.2	85

2014-2016 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
MCCRACKEN	13	10	13	5	42	11	53	9	12	8	2200.3	4
MCCREARY	66	86	52	54	16	73	10	81	97	98	8163.1	57
MCLEAN	101	88	114	83	43	85	107	80	71	95	12217.8	101
MADISON	9	9	8	20	110	9	78	5	8	9	3602.1	16
MAGOFFIN	86	97	58	64	10	76	57	102	107	98	9693.4	76
MARION	60	55	58	92	74	50	82	85	60	42	9850.2	78
MARSHALL	33	36	9	30	55	39	90	32	33	25	4800.9	29
MARTIN	93	111	114	117	120	114	117	116	110	113	15916.4	119

2014-2016 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
MASON	68	44	95	54	46	38	106	36	56	62	8846.7	67
MEADE	36	58	29	44	27	40	48	58	88	48	6249.3	42
MENIFEE	115	115	104	109	17	110	32	120	117	95	13125.4	107
MERCER	53	54	52	61	47	43	108	55	72	62	8469.1	64
METCALFE	100	82	64	94	44	85	92	94	68	82	11184.6	90
MONROE	97	112	118	107	105	119	118	116	117	116	15690.3	117
MONTGOMERY	37	33	45	25	21	36	81	45	38	53	5537.1	35
MORGAN	83	104	114	66	25	103	87	81	102	103	11740.1	98

2014-2016 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
MUHLENBERG	34	30	78	34	53	34	19	39	31	33	5874.3	39
NELSON	24	26	15	35	70	18	73	31	29	25	4738.3	28
NICHOLAS	112	105	84	75	1	91	50	104	115	110	11144.2	89
OHIO	48	46	45	36	50	45	13	43	39	57	5679.6	36
OLDHAM	12	24	58	22	85	31	40	21	16	33	5016.2	31
OWEN	96	93	89	89	20	99	6	75	102	82	10629.0	84
OWSLEY	119	119	89	116	8	117	115	109	115	103	13945.2	113
PENDLETON	75	69	104	79	39	71	110	64	81	55	10931.3	87

2014-2016 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
PERRY	38	38	22	50	56	30	14	67	52	39	5689.5	37
PIKE	15	21	5	27	80	10	44	19	27	15	3534.1	12
POWELL	89	70	34	43	6	82	23	98	81	51	7042.2	46
PULASKI	14	13	7	13	51	22	101	18	33	14	3598.6	15
ROBERTSON	120	120	120	120	87	120	120	118	120	116	16228.9	120
ROCKCASTLE	69	51	78	52	116	65	51	41	18	51	8333.9	59
ROWAN	47	34	58	15	11	41	37	35	45	29	4640.5	27
RUSSELL	65	68	45	87	79	75	8	98	81	68	9580.5	73

2014-2016 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
SCOTT	17	16	17	11	73	19	96	14	13	19	3729.1	18
	21	22	23	17	77	20	34	20	19	22	3616.7	17
SIMPSON	64	48	41	41	78	52	109	25	20	55	6957.3	44
SPENCER	63	76	100	70	37	68	33	60	107	59	9767.2	77
TAYLOR	45	39	52	78	92	54	41	46	68	36	8432.9	63
TODD	90	91	64	75	28	88	104	72	75	76	10171.8	80
TRIGG	78	66	95	79	111	66	85	66	54	48	10842.8	86
TRIMBLE	105	99	78	94	12	101	111	81	95	76	11693.5	97

2014-2016 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
UNION	74	71	78	41	5	76	12	64	62	72	7365.2	48
WARREN	5	5	4	7	106	5	60	6	7	6	2660.4	7
WASHINGTON	91	77	64	50	13	83	15	73	67	88	8027.8	54
WAYNE	56	67	28	73	31	76	47	61	73	76	8061.0	55
WEBSTER	82	80	84	102	103	92	39	77	57	88	11751.4	99
WHITLEY	29	27	16	19	63	22	42	22	25	17	3552.5	13
WOLFE	111	103	64	102	41	106	2	92	102	95	11224.6	92
WOODFORD	44	31	58	32	62	32	77	24	36	35	6051.8	40